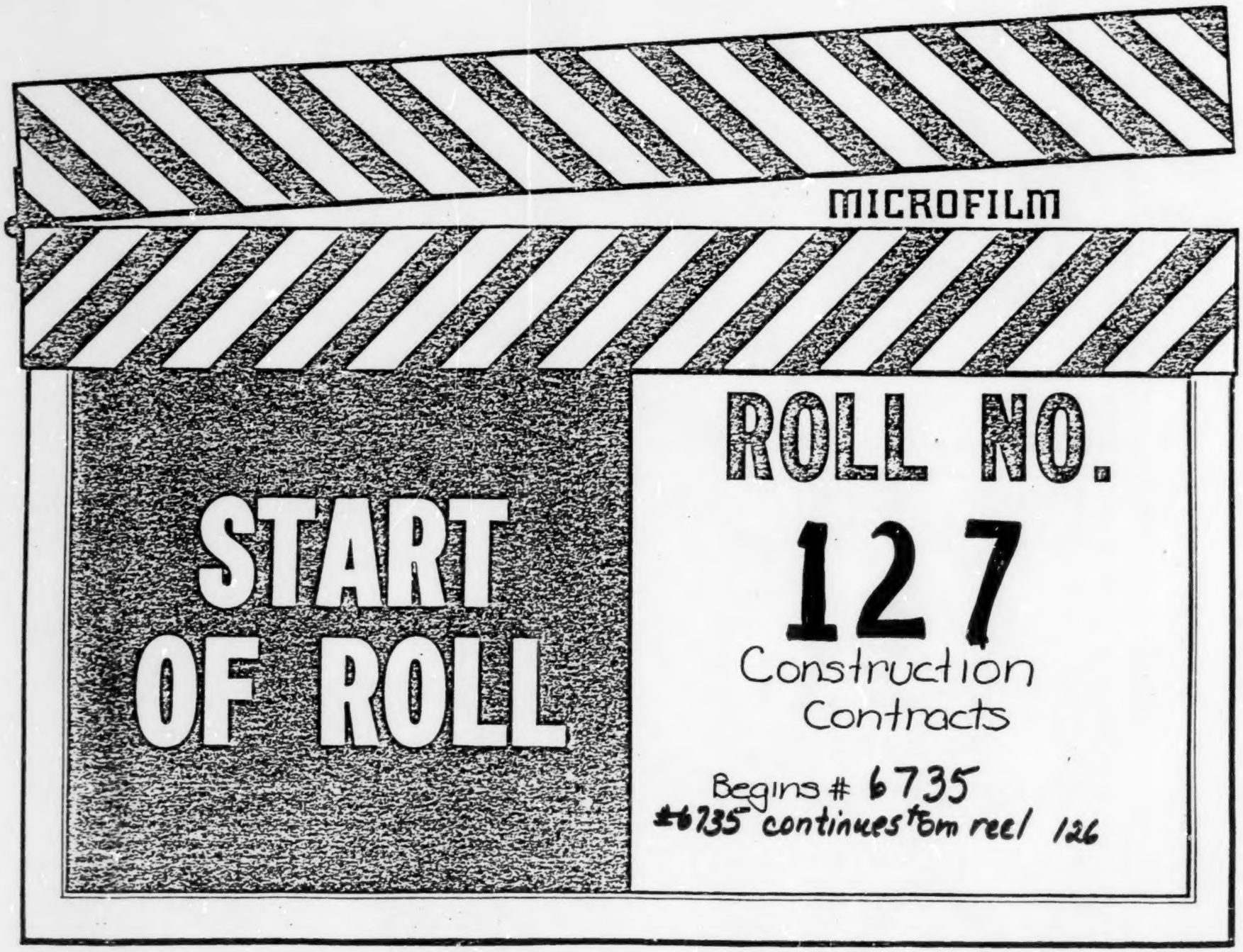
MICROFILM
START
OF ROLL
ROLL NO.
127
Construction
Contracts
Begins # 6735
#6735 continues from reel 126

I-5-3(68) Gettings Creek Safety Rest 1966
178 Area, Pacific Hwy.
#6735 [redacted]

estimated completion date is met, this will leave 3 penalty days amounting to $225 in liquidated damages.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reasons for granting an extension appear to be valid.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:nh

Attach.

cc: L. H. Young

RECEIVED
MAY 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

E—328 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 4-26-, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ** ..... days to ..... days, within which to complete our Contract No. 6735, without the assessment of liquidated damages. The said contract is described as follows:

Gettings Creek Safety Rest Area, Lane County, Interstate 5

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: **Extend from 4-30-66 to 5-31-66

Numerous changes in design, additional extras to the contract, and soil conditions in both the lawn and drain field areas which prohibited the contractor from proceding with his work without jecpardizing quality and workmanship has delayed the contract approximately thirty days.

Respectfully submitted,

OOSTERWYK NURSERIES, INC.
Contractor

By Peter Oosterwyk, President

CONSENT OF SURETY

Date April 26, 1966

We, The Etna Casualty and Surety Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
James K. Wellman (SEAL)

Resident Agent
Robert B. Clarke

Robert B. Clarke

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6735 Contractor Oosterwyk Nurseries Inc.

Highway Pacific

Section Gettings Creek Safety Rest Area

Kind of Work Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~XXXXXXXXX~~GRANTED. The reasons for such recommendation are as follows:

Work added to the contract by price agreement and extra work order justifies an extension of 6 calendar days. An overrun in the bid item for "top soil" justifies an extension of 18 calendar days.

Recommended for Approval:

John Rumpert
Division Engineer

Asst.

Construction Engineer or
Bridge Engineer

for

Assistant State Highway Engineer

Contract No. 6735

Project designation I-5-3(68)178
State-Federal

Date awarded Nov. 4, 1965

Work started Nov. 29, 1965

Per cent completed 90% May 14
Date

Spec. Compl. Date
~~No. of Workdays Allowed~~ April 30, 1966

~~No. of Workdays Used~~

Req. Ext. To...May 24, 1966
~~No. of Added Workdays Requested~~

RECEIVED
JUL 14 1966
FOR FILING

I-5-3 (68.) 78

6735

July 13, 1966

Bob's Decorator Center
1117 East Main Street
Cottage Grove, Oregon 97424

Gentlemen:

This is in reply to your letter of July 8 stating that you have received from Oosterwyk Nurseries, Inc., a check in the amount of $189.71 leaving the June balance due of $8.40.

This appears to be in connection with the Oosterwyk Nurseries, Inc., Contract No. 6735 for the Gettings Creek Safety Rest Area on the Pacific Highway in Lane County.

This information will be noted in our records and we will advise the surety and the principal contractor of this payment.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWHrgc

cc: The Aetna Casualty & Surety Company
Paul R. Ratliffe
Oosterwyk Nurseries, Inc.
2 Commissioners

NOTED ON CARD
W. C. 7-13-66

Cottage Grove, Oregon
July 8, 1966

Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Sir:

This is in regards to our bill against Oosterwyk Nurseries, Inc. in the amount of $198.11 for materials furnished on the Gettings Creek Safety Rest Area on the Pacific Highway in Lane County, Contract No. 6735.

Today we have received from Oosterwyk Nurseries, Inc. a check in the amount of 189.71, leaving the June balance due of $8.40.

We are notifing you of this payment as requested in your letter of June 28, 1966 and Thank You for your courteous attention.

Very truly yours,

Mrs Verda M. Jones

BOB'S DECORATOR CENTER
1117 East Main St.,
Cottage Grove, Oregon 97424

NOTED
C. W. HEAD

RECEIVED
JUL 11 1966
OREGON
STATE HIGHWAY COMMISSION

FORM E-1 232 Rev. 4-65

RECEIVED
JUL 1 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-3(68)178

6735

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 28, 1966

Bob's Decorator Center
1117 East Main Street
Cottage Grove, Oregon 97424

Gentlemen:

This is to acknowledge receipt of your letter of June 21 and attached statement which states that Oosterwyk Nurseries, Inc., owes you for materials in the amount of $198.11.

This appears to be in connection with the Oosterwyk Nurseries, Inc., Contract No. 6735 for improvement on the Gettings Creek Safety Rest Area of the Pacific Highway in Lane County.

The Aetna Casualty & Surety Company through Paul R. Ratliffe, 300 Yeon Building, Portland, furnished the performance bond on this contract which is given to assure completion of the contract and all bills incurred in it. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid so that we can clear our records.

4184

FILED
JUN 29 1966
TOM McCALL
SECRETARY OF STATE

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
JUN 28 1966
TOM McCALL
SECRETARY OF STATE

cc: The Aetna Casualty & Surety Co.
Bond Department
400 Century Tower
Portland, Oregon 97205

Paul R. Ratliffe
300 Yeon Building
Portland 4, Oregon

Oosterwyk Nurseries, Inc.
12420 Juanita Drive N.E.
Kirkland, Washington

Hon. Tom McCall
(P.S. Please acknowledge receipt of this letter on the enclosed copy.)

2 Commissioners

RECEIVED
JUN 30 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED ON CARD
Jan

Cottage Grove, Oregon
June 21.1966

Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Sir:

Re: Attached statement.

We have been unable to collect any money from Mr. Oosterwyk. He ignores our requests for payment. We have contacted Mr. John Quiner 11, Assistant Division Engineer in Roseburg and he has instructed us to submit a formal request to you for payment.

This bill is for materials furnished on the Gettings Creek Safety Rest Area, Contract No. 6735, Lane County.

Thanking you, we remain,

Very truly yours,

Mrs Verda M. Jones

BOB'S DECORATOR CENTER
1117 East Main Street
Cottage Grove, Oregon
97424

BOB'S DECORATOR CENTER
1117 East Main Ph. WH 2-5191
Cottage Grove, Oregon

Date June 21 19 66

To Oosterwyk Nurseries

Address 12420 Juanita Drive N.E.

City Kirkland, Washington

		For materials furnished at		
		Gettings Creek Safety Rest Area		
		Contract # 6735 - Lane County		
		April Bal.	76.61	
		May "	113.10	
		June "	8.40	
		Total Balance Due ----------		$198.11

Rediform
8K 882

STATEMENT

RECEIVED
JUN 20 1966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1966

SUBJECT: Oosterwyk
Contract No. 6730:
Cabin Creek Safety Rest Area
Pacific Highway
and
Contract No. 6735:
Gettings Creek Safety Rest Area
Pacific Highway

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

Building

A telephone call was received by the undersigned June 17, apparently upon referral by the Secretary's office.

The call was from a Mr. Cecil Saxon of Eugene who is a sub-contractor on the above two projects. He was complaining of the fact that the prime contractor has made no payments to him for something over four months and that there is presently due and unpaid the sum of $4,893. He claims that there are other sub-contractors on the job who also are unpaid.

I explained to him that, of course, the State could not take on the responsibility of seeing that all sub-contractors be paid out of the monies due by the State to the prime contractor. I also called to his attention the manner in which he should file a claim so as to be able to protect himself and secure payment from the surety if he is not otherwise paid by the prime contractor. Mr. Saxon was nevertheless quite upset and perturbed about the non-payment for such an extended period of time and, particularly, in view of the fact that he has notified the Resident Engineer of this fact long ago.

According to Mr. Saxon the two jobs are in a position to be finaled out. I told him I would bring the matter to the attention of the Engineer so that the existence of his claim would be known as of the time that consideration is given to making final payment.

G. E. ROHDE
Chief Counsel

GER:hg

CC - Mr. Floyd Query
Mr. C. H. Maison
Mr. L. H. Young

6-20-66

NOTE TO YOUNG & MAISON:

Should we hold up finals?

FBK

RECEIVED
JUN 13 1966
FOR FILING

I-5-3(68)178

6735

June 13, 1966

Wildish Cascade Concrete Company
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

Thank you for your letter of June 10 advising us that Oosterwyk Nurseries, Inc. have paid your claim against Contract No. 6735 in the amount of $448.39.

Payment will be noted in our records and we will also advise the contractor, surety and Secretary of State that payment has been received.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf

cc: Oosterwyk Nurseries, Inc.
12420 Juanita Drive N. E.
Kirkland, Washington

Paul R. Ratliffe
300 Yeon Building
Portland 4, Oregon

Aetna Casualty and Surety Company
Bond Department
400 Century Tower
Portland, Oregon 97205

Mr. Jackson
Mr. Simpson

The Hon. Tom McCall
Secretary of State

NOTED ON CARD
Jan

Wildish Cascade Concrete Co.

"RADIO DISPATCHED TRUCKS"
HIGH QUALITY READY-MIXED CONCRETE
PHONE 746-6538
5015 FRANKLIN BLVD. — P.O. BOX 1106
EUGENE, OREGON - 97401

June 10,1966

Mr.Floyd Query, Secretary,
OREGON STATE HIGHWAY COMMISSION
Salem,Oregon

Dear Mr. Query:-

With reference to your letter of June 7,1966 in regards to our letter of June 2nd. 1966 addressed to Mr.L.R.Chandler, copy of which was forwarded to you.

Payment in full was received from Oosterwyck Nurseries, Inc. on June 9,1966.

We wish to express our appreciation for your efforts as well as those of Mr.Chandler and Mr.Mayfield.

Sincerely yours,

WILDISH CASCADE CONCRETE CO.

By

H/

cc-Mr.L.R.Chandler, Roseburg
Mr.H.E.Mayfield, Eugene

RECEIVED
JUN 13 1966
OREGON
STATE HIGHWAY COMMISSION

FORM E-30 60M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 3, 1966

To: Mr. Ivan Merchant
Bridge Engineer
S A L E M

SUBJECT: Nonpayment of Bills
Gettings Creek Rest Area
Pacific Highway
Contract No. 6735
Prefix 620-1022

I am transmitting a letter from the Wildish Cascade Concrete Co. bringing to our attention that bills in the amount of $448.59 for concrete delivered during the month of March remain unpaid by the Oosterwyck Nursery, contractor on the above subject project. I am transmitting this letter as a second complaint on this company, the previous complaint being tendered by the masonary contractor and answered by Mr. Floyd Query, Commission Secretary. I believe that the contractor's surety in this case should also be notified.

J. B. BOYD
Assistant Division Engineer

JBB/cw
Enc.
cc H. E. Mayfield

Wildish Cascade Concrete Co.

"RADIO DISPATCHED TRUCKS"
HIGH QUALITY READY-MIXED CONCRETE
PHONE 746-6538
5015 FRANKLIN BLVD. — P.O. BOX 1106
EUGENE, OREGON - 97401

June 2,1966

Oosterwyck Nursery
12420 Juanita Drive
Kirkland, N.E. Wn.

Mr.L.R.Chandler,
Oregon State Highway Dept.
Roseburg,Oregon.

Dear Mr.Chandler:-

We have had the pleasure of serving the concrete requirements of the above subjects on the Oregon State highway rest area at Gettings Creek.

Deliveries to the amount of $448.59 made during the month of March remain unpaid. We will appreciate any assistance you can give to expediate the payment of this account.

Thanking you, we remain,

Sincerely yours,

WILDISH CASCADE CONCRETE CO.

By J.R.Wildish

cc-H.Mayfield-Eugene

H/

ROSEBURG DIVISION
RECEIVED
JUN 3 1966
DE | ADE | ALE | DLS
Assign ..... For .....
Reply .....

RECEIVED
JUN 10 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. POTTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Roseburg, Oregon
June , 1966

Oosterwyk Nurseries
12420 Juanita Drive N.E.
Kirkland, Washington

RE: Gettings Creek
Safety Rest Area

Cabin Creek
Safety Rest Area

Dear Mr. Oosterwyk:

It has been brought to my attention by several of your subcontractors and material suppliers that you are not making payments to them for work performed on the subject projects. If a formal complaint is received from any of your subcontractors or suppliers for money due on these projects, it will be necessary for the Oregon State Highway Department to deduct this amount from monies due your company. Upon completion of this project the final payment will not be made until the Oregon State Highway Department is satisfied that all of your bills have been paid.

I know you do not wish for the Oregon State Highway Department to withhold your final estimate, so I feel sure you will want to take care of all your outstanding bills before the completion of these two projects.

Very truly yours,

John Quiner II
ASS'T. DIVISION ENGINEER

JQII:lf

cc: H. E. Mayfield
J. E. Chidsey
F. D. Morgan
Floyd Query

Cec please note
- K

NOTED
FLOYD QUERY

RECEIVED
JUN 10 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Yellow file copy

RECEIVED
JUN 9 1966
Commissioners
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH [illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

5-3(68) 17$
6735

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 9, 1966

Mr. Cecil Saxon, Jr.
2837 Willamette Street
Eugene, Oregon

Dear Mr. Saxon:

This is to acknowledge receipt of your claim letter of June 3 establishing a further claim against Oosterwyk Nurseries, Inc., in the amount of $1,203.00.

Your letter states that this work was performed on the following Oosterwyk Nurseries, Inc., contracts:

Contract No. 6730 for improvement on
the Cabin Creek Safety Rest Area of
the Pacific Highway in Douglas County.
Surety: Aetna Casualty and Surety Company
Agent: Paul R. Ratliffe

Contract No. 6735 for improvement on
the Gettings Creek Safety Rest Area
of the Pacific Highway in Lane County.
Surety: Aetna Casualty and Surety Company
Agent: Paul R. Ratliffe

We will advise the Aetna Casualty and Surety Company and Paul R. Ratliffe of the receipt of your letter and we will also forward it to the Secretary of State for filing.

NOTED ON CARD
L. C.

The Secretary of State's office has informed us that your original claim in the amount of $3,640.00 was filed in his office on June 1 and was assigned File No. 4174 (Contract No. 6730) and File No. 4175 (Contract No. 6735).

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Aetna Casualty & Surety Company
Bond Department
400 Century Tower
Portland, Oregon 97205

Paul R. Ratliffe
300 Yeon Building
Portland 4, Oregon

Oosterwyk Nurseries, Inc.
12420 Juanita Drive N. E.
Kirkland, Washington

Mr. Jackson
Mr. Simpson
Mr. C. H. Maison
Mr. Carl Williams

Hon. Tom McCall
Secretary of State
121 Capitol Building
Salem, Oregon 97310

(P.S. Please acknowledge receipt of this letter on the enclosed copy.)

CWH:gc

FORM E-123X 50M 4-62

COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD

KENNETH N. [illegible]DLEY, MEMBER
WASCO

DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

6735

Claim File No. 4181 – Con. 6730

Claim File No. 4182 – Con. 6735

NOTED ON CARD

ASSIGNED

[illegible]

ORIGINAL SIGNED
FLOYD QUARY

[illegible]

cc: [illegible] Company
[illegible]
[illegible]
Portland, Oregon 97205

[illegible]
[illegible]
Portland 4, Oregon

[illegible]
[illegible]
[illegible]

Mr. [illegible]
Mr. [illegible]
Mr. C. L. Patrick
Mr. Carl Williams

[illegible]
[illegible]
[illegible]

(P.S. [illegible]
[illegible])

RECEIVED
JUN 10 1968
OREGON
STATE HIGHWAY COMMISSION

CECIL SAXON, JR., MASONRY
2837 Willamette Street
Eugene, Oregon

June 3, 1966

Mr. Floyd Query
Secretary of the Commission
Oregon State Highway Commission
Salem, Oregon 97310

Dear Mr. Query:

This is to acknowledge receipt of your letter of May 31, 1966 regarding receipt of our claim against Oosterwyk Nurseries, Inc. in the amount of $3,640.00 and to establish a further claim against OOSTERWYK NURSERIES, INC. in the amount of $1,203.00. This was billed out on April 28, 1966 and represented the final billing for completion of the Contract No. 6730 for improvement on the Cabin Creek Safety Rest Area in Douglas County and Contract No. 6735 for improvement on the Gettings Creek Safety Rest Area in Lane County. This work, though billed on April 28, 1966, was actually completed in March 1966.

With adding this claim, the total we will expect to receive from the surety is $4,843.00.

We will notify you as requested when the claim is satisfied.

Sincerely,

Cecil Saxon Jr.

Cecil Saxon, Jr.

CS,Jr.;mvs

cc: Mr. C. H. Mason, Oregon State Highway Commission, Salem, Oregon
Mr. Carl Williams, Oregon State Highway Commission, Roseburg, Oregon

RECEIVED
JUN 7 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 8 - 1966
FOR FILING

June 8, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 1
July 14, 1966 meeting

Gentlemen:

Oosterwyk Nurseries, Inc., contractor on the Gettings Creek Safety Rest Area on the Pacific Highway in Lane County, Contract No. 6735, requests an extension of the specified completion date from April 30 to May 31, 1966. The contractor has listed changes in design, additions to the contract, and poor soil conditions as reasons for his request.

The design changes are covered by price agreements and extra work order and amount to 3.4 percent of the original contract amount. An overrun in the contract bid item for topsoil was the primary cause of the contract bid items exceeding the original contract amount by 10.35 percent. The total of these two increases amounts to 13.75 percent of the original contract amount and justifies an extension of 24 calendar days.

I recommend that the specified completion date be advanced to May 24, 1966. We have the concurrence of the Bureau of Public Roads for this extension. The estimated completion date for this project is June 10, 1966. Remaining liquidated damages to that date will amount to $1,275.

This matter will be on the agenda for your consideration at the July 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
C. H. Maison
L. H. Young
F. D. Morgan
L. R. Chandler

DES:nh JAB:bjm fn

RECEIVED
JUN 13 1966
FOR FILING

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

T-C-3(62) LTY
6735

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 7, 1966

Wildish Cascade Concrete Company
P. O. Box 1106
Eugene, Oregon 97401

Gentlemen:

This will acknowledge receipt of your letter of June 2 addressed to Mr. L. R. Chandler stating that Oosterwyk Nurseries, Inc., owes you $448.59 for concrete.

From the description given it appears that the contract to which you refer is our Contract No. 6735 awarded to Oosterwyk Nurseries, Inc., for improvement on the Gettle Creek Safety Rest Area of the Pacific Highway in Lane County.

The surety on this project is the Aetna Casualty and Surety Company through Paul R. Ratliffe, 300 Yeon Building, Portland. We will advise them that your letter has been received and we will also send your claim letter to the Secretary of State for filing.

When your claim has been paid please let us know so that we can clear our records.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
cc: Aetna Casualty & Surety Company
Bond Department
400 Century Tower
Portland, Oregon 97205

Paul R. Ratliffe
300 Yeon Building
Portland 4, Oregon

Oosterwyk Nurseries, Inc.
12420 Juanita Drive N. E.
Kirkland, Washington

Mr. Jackson
Mr. Simpson
Mr. L. R. Chandler

The Hon. Tom McCall ✓
(P. S. Please acknowledge receipt of this letter on the enclosed copy.)

Claim File No. 4180

FILED
TOM McCALL

NOTED ON CARD

NOTED
C. W. HEAD

RECEIVED
JUN 9 1966
TOM McCALL
SECRETARY OF STATE

June 2,1966

Oosterwyck Nursery
12420 Jarratt Ave.
Everett, Wash.

Mr.Robert Chandler,
Oregon State Highway Dept.
Roseburg,Oregon.

Dear Mr.Chandler:-

We have had the pleasure of serving the concrete requirements of the above subjects on the Oregon State Highway rest area at Cottings Creek.

Our price to the amount of $448.59 [illegible] you may rest assured we will [illegible] you to expedite the payment of this account.

Thanking you, we remain,

Sincerely yours,

R. DISH CONCRETE CONST. CO.

By J. A. Wardwell

Floyd Query

A/

RECEIVED
JUN 3 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 6 - 1966
FOR FILING
I-5-3(1x), 7x
6735

June 6, 1966

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6722, the Gettings Creek Safety Rest Area improvement project in Lane County, is anticipated. Oosterwyk Nurseries Inc. of Kirkland, Washington, is the contractor. The original project authorization was $89,093.00. The present anticipated cost is $104,927.22, indicating an overrun of $15,834.22 or 17.77 percent. This is a Federal-aid Interstate project.

The major reason for this overrun is due to increased quantities of topsoil required by State Board of Health sanitary inspectors to provide adequate cover of disposal areas. This project overran the time allowance and due to the slow progress in placing materials, an overrun in engineering was also experienced.

This request for an additional authorization will be on the agenda for your consideration at the July 14 meeting and we recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
L. H. Young
F. D. Morgan
L. K. Chandler

DES:rw fn

FORM E-93 80M 3-66 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1966

To: Mr. F B. Klaboe
Ass't. State Highway Engineer
BUILDING

SUBJECT: Overrun of Project Authorization
Gettings Creek Safety Rest Area
Pacific Highway
Contract No. 6735

Attached is a report on an expected overrun of the project authorization on the subject project. This project for improvement is under contract to Oosterwyk Nurseries Inc. of Kirkland, Washington. The original project authorization was $89,093. The present anticipated cost is $104,927.22 indicating an overrun of $15,834.22 or 17.77%.

The major reason for this overrun was caused by an overrun in top soil item which was requested by Sanitary Inspectors in order to cover distribution boxes, additional quantities needed in the southbound disposal area to cover gravel and additional required for shaping in a wooded area. The engineering cost on this project has overrun due to a redesign of the drain fields which was requested by the Board of Health, slow progress of the work required excessive checking, the contract has overrun the time allowed and additional engineering expense was occasioned due to the directive that this contractor be closely checked regarding his workmanship and materials.

It is recommended that the project authorization be increased by $15,834.22, from $89,093.00 to $104,927.22.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

RECEIVED
MAY 2 [illegible]
OFFICE
STATE HIGHWAY ENGINEER

DES:rw
Attach.
cc: L. H. Young

RECEIVED
JUN 6 - 1966
FOR FILING

Form CD-121 (11-63) (Prss. By A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6735

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 1, 1966

In reply refer to: 08-35-EC/420.25

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Projects I-80N-2(33)26 and I-80N-3(48)79,
I-5-3(68)178 and I-5-3(71)145- 6730
6735 Labor Compliance: Oosterwyk Nurseries, Inc.

Our December 2 and 15, 1965 memorandums on the subject projects outlined difficulties the State of Washington had with regard to labor compliance with Oosterwyk Nurseries. We also mentioned that as further information became available it would be furnished.

Attached is the State of Washington's March 9 report to our Olympia Division office which indicates the type of labor compliance problems that occurred.

We strongly urge you to advise all Resident Engineers that currently have one or more of the contracts awarded to this firm to take all actions necessary to prevent recurrence of these labor violations.

Enclosure

REFERRED TO
Morgan w/encl.
BY ASST. STATE HWY. ENGR.

Please pass the word

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN - 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FILED
6/1/66

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 31, 1966

Mr. Cecil Saxon, Jr.
2637 Willamette Street
Eugene, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of May 24 and attached letter of April 7 addressed to our Mr. Mayfield in Eugene, stating that Oosterwyk Nurseries, Inc. owes you $3,640 in connection with the construction on the rest station buildings at Gettings Creek and Cabin Creek.

This appears to be in reference to the following Oosterwyk Nurseries, Inc. contracts:

Contract No. 6730 for improvement on the Cabin Creek Safety Rest Area of the Pacific Highway in Douglas County.
Surety: Aetna Casualty and Surety Company
Agent: Paul R. Ratliffe

Contract No. 6735 for improvement on the Gettings Creek Safety Rest Area of the Pacific Highway in Lane County.
Surety: Aetna Casualty and Surety Company
Agent: Paul R. Ratliffe

RECEIVED
JUN 1 1966
STATE HIGHWAY ENGR.

The surety on these two projects is the Aetna Casualty and Surety Company through Paul R. Ratliffe, 300 Yeon Building, Portland. The surety furnishes the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

NOTED ON CARD
Jan

Contract No. 6730 - file #4174

FILED
JUN 1 1966
TOM McCALL
SECRETARY OF STATE

Contract No. 6735 - file #4175

RECEIVED
JUN 1 1966
SECRETARY OF STATE

We will advise the surety of the receipt of your claim and we will also send it to the Secretary of State for filing.

Please let us know when your claim has been paid so that we can clear our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CMH:jf

cc: Aetna Casualty & Surety Company
Bond Department
400 Century Tower
Portland, Oregon 97205

Paul L. Ratliffe
300 Yeon Building
Portland 4, Oregon

Oosterwyk Nurseries, Inc.
12420 Juanita Drive N. E.
Kirkland, Washington

Mr. Jackson
Mr. Simpson
Mr. C. H. Maison
Mr. Carl Williams

The Hon. Tom McCall
Secretary of State
121 State Capitol Building
Salem, Oregon 97310
(P. S. Please acknowledge receipt of this letter on the enclosed copy.)

RECEIVED
JUN 1 1966
SECRETARY OF STATE

CECIL SAXON, JR., MASONRY
2837 Willamette Street
Eugene, Oregon

May 24, 1966

Mr. Floyd Query
Secretary of the Commission
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

This letter is to notify you of a formal claim against OOSTERWYK NURSERIES, INC. The attached letter to Mr. Mayfield of the Oregon State Highway Dept. in Eugene, Oregon dated April 7, 1966, will sufficiently explain the need of filing this formal claim with the surety company immediately.

Please advise us of the action taken on our behalf.

Sincerely,

Cecil Saxon

Cecil Saxon, Jr.

CS,Jr.;mvs
Attachment

CC: Mr. C. H. Mason, Oregon State Highway Commission, Salem, Oregon
Mr. Carl Williams, Oregon State Highway Commission, Roseburg, Oregon

RECEIVED
MAY 26 1966
OREGON
STATE HIGHWAY COMMISSION

CECIL SAXON, JR., MEMBER
2537 Willamette Street
Eugene, Oregon

April 7, 1966

Mr. Mayfield
Oregon State Highway Dept.
Eugene, Oregon

Dear Mr. Mayfield:

We started construction on the Rest Station buildings January 31, 1966 at Cottings Creek (Contract No. 6735 and Federal Project No. I-5-3 (66) 178). To this time we have completed all buildings there and all at Cabin Creek (Contract No. 6730 and Federal Project No. I-5-3 (71) 145) except a pump house, which was stopped by the Highway Dept. because they could not locate the site.

On February 28, 1966 we billed Costaryk Nurseries, Inc. $6,040.00 for work that had been completed as of that date. On April 5, 1966, 36 days later, we received $3,000.00 and at this time they stated their draw as out short. Since we have completed in excess of $7,400.00 worth of construction and because the account is for work completed between 45 and 60 days ago, we feel there should be immediate attention to this matter.

Hopefully, the balance of $3,640.00 due from our February statement will be taken care of forthwith.

Sincerely,

Cecil Saxon, Jr.

CS,Jr.:mvs

cc: Costaryk Nurseries Inc.
12420 Juanita Dr. N. E.
Kirkland, Washington

RECEIVED
JUN 1 - 1966
FOR FILING

Form CO-121
(11-63)
(Prec. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Klaboe

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-3(68)178

6125

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 26, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(68)178
Gettings Creek Safety Rest Area

Reference is made to Mr. Klaboe's May 23 letter regarding a request by contractor Oosterwyk Nurseries, Inc. for an extension of the specified completion date for subject project from April 30 to May 31, 1966.

For the reasons stated in Mr. Klaboe's letter, we concur in your recommendation that the completion date be extended from April 30 to May 24, 1966.

cc Bond w/file
Jenny
Travis
6-1-66

RECEIVED
JUN 27 1966
STATE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form No. E-370—534—7-66

I-5-3(68)178 REGON STATE HIGHWAY DEPARTMEN

Report on Expected Over-run of Project Authorization

Project Name Gettings Creek Safety Rest Area Date May 25, 19 66

Highway Pacific Contract No. 6735

County Lane Kind of Work Improvement Contractor Oosterwyk Nurseries Inc.

Contract Amount $ 79,193.78

Expected over-runs and under-runs in contract items:

	Quantity	Unit Price	Amount
Major items, itemized:			
Furnishing & Placing Topsoil	2,244.4	4.00	8,977.60

Minor items, unitemized algebraic total 0.00

Subtotal ..... $ 88,171.38

Approved work orders (Price, extra work and state force orders) ..... $ 2,513.84

Expected over-runs and under-runs in work orders:

	Amount
Major items, itemized:	

Minor items, unitemized algebraic total 0.00

Subtotal ..... $ 90,685.22

Authorization for engineering ..... $ 6,335.50

Expected over-run or under-run of engineering authorization ..... $ 7,664.50

Costs not included above (explain) P.A.s #7 & 8 (not yet approved) ..... $ 242.00

Allowance for future contingencies (_____% of work remaining) ..... $ 0.00

Credits to come from transfers and deductions ..... $ 0.00

Present estimate of project cost ..... $ 104,927.22

Brief Statement of principal causes of over-run: Additional requested by Sanitary Inspectors to cover Distribution boxes, and additional needed on southbound disposal area to cover gravel, and for shaping in wooded area. Price agreements & extra work order necessary to cover changes in design & materials and items not put in Contract. Engineering necessary to take data and redisgn the drain fields; excessive checking time necessary due to slow pace of hauling material; lab testing and certification was over $3,000.00; time was overrun, we were warned to watch this Contractor as to workmanship and materials.

topsoil

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 89,093.00
Present estimate of project cost	$ 104,927.22
Expected over-run (Amount)	$ 15,834.22
Expected over-run (per cent)	17.77

Space to right of this line is for use of Salem office.

Submitted by: H. E. Mayfield Resident Engineer

Confirmed by: John Conyers Division Engineer

Noted by: for Construction or Bridge Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 52181

RECEIVED
MAY 25 1966
FOR FILING

May 23, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Gettings Creek Safety Rest
Area, Pacific Highway
Oregon Project I-5-3(68)178

Dear Sir:

We have received from Oosterwyk Nurseries, Inc., contractor on the subject project, a request for an extension of the specified completion date from April 30 to May 31, 1966.

The contractor's request is based on changes in design, additions to the contract, and poor soil conditions.

The design changes which the contractor cites are covered by price agreements and an extra work order. There have been seven participating price agreements and one extra work order. The total of these orders is $2,545.64 which is 3.21 percent of the original contract amount. In addition to these work orders, the contract bid item for top soil overran the contract amount by 115 percent. The net increase in all the contract bid items amounts to $8,195.44 which is 10.35 percent of the original contract amount. Applying these two percentages (13.56 percent) against the original time available from the date of award to the specified completion date (178 calendar days) justifies an extension of 24 calendar days. Although conditions were not conducive to high production during the contract period, soil conditions to which the contractor refers cannot be considered as a valid reason for a time extension.

The original completion date for this contract was April 30, 1966. The rest area buildings were opened to the public on May 5, 1966. The estimated completion date is May 27, 1966.

It is our recommendation that the completion date for this project be extended from April 30 to May 24, 1946. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaber
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. M. Young
C. M. Maison
L. R. Chandler

DES:nh srb

RECEIVED
MAR 17 1966
PERMITS

7-6-3(6)17F

REFERRED TO
By Asst. State Hwy. Engr.
3-16-66

3(07)
KL 1-20E

March 12, 1966

State of Oregon
Highway Department
1410 Orchard
Eugene, Oregon

Attention: Mr. Harley Mayfield
Resident Engineer

COPY

Gentlemen:

With regards to Contract No. 6735, Gettings Creek Safety Rest Area, we submit the following for your consideration.

Due to the extremely wet weather conditions and the type of soil, we are unable to do any grading or construction of the drain field areas until such time as we have at least two weeks without rain. The entire northbound area cannot be worked on because of the saturated soil condition. The southbound drain field area and the area between the well and the toilet building is also unworkable.

Due to the fact that changes in grade were made in the northbound drain field area and discrepancies between State Highway specifications and Oregon State Health Department requirements on both drainfields, we suffered approximately a month's delay in our completion schedule.

The buildings on both sides of the freeway are now in the stage of completion where we can finish all construction by April 30th. We plan to concentrate entirely on this phase of the work.

Construction of picnic tables, walkways, lawns, drain fields, and the water lines and electrical on the northbound area cannot be performed in a workmanlike manner until weather conditions permit.

We hereby request an extension of the contract to May 31, 1966, on the above items or until such time as weather and soil conditions permit.

Unless the above meets with your approval, we have no alternative but to request that the entire project be shut down until May 1, 1966.

RECEIVED
MAR 16
OFFICE OF
STATE

Respectfully,

OOSTERWYK NURSERIES, INC.

ajb

Peter Oosterwyk, President

c.c.: Forrest Cooper, State Highway Engineer

RECEIVED
MAR 1
OREGON
STATE HIGHWAY COMMISSION

Form B-300—66

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date MAR 3 1966 G. I. P.
for Division Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Gettings Creek Safety Rest Area Date Feb. 28, 1966

Highway Pacific Contract No. 6735

County Lane Prefix 620-1022

Contractor Oosterwyk Nurseries, Inc. F. A. Project No. I-5-3(68)178

Address 12420 Juanita Drive N.E., Kirkland, Wash. Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Shape for drainage the areas southerly of the northbound disposal field and in the area of the water supply building and southerly to the well housing on the southbound.

This work is to be performed with a 55 HP crawler-type tractor with dozer.

Location by station numbers:

In the areas indicated above: as directed by the engineer.

Estimate of quantities and cost:

Tractor and Dozer	8 hours @ $8.80 per hour	$ 70.40
Tractor Operator	8 hours @ $4.85 per hr. plus H & W, Pension, Ins., etc.	45.08
	Subtotal	$115.48
	Plus Contractor's Percentage (15%)	17.32
	Total	$132.80

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

No equipment items in contract. The contour of the ground makes this work necessary.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 89,093.00
Present estimate of project cost, including $ 132.80 for work under this order	$ 89,213.80
Expected over-run amount	$ 120.80
Expected over-run per cent	0.1356

Space to right of this line is for use of Salem Office

Submitted by: /s/ H. E. Mayfield, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Construction Engineer or Asst. Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Pricing Young 4-22-66

RECEIVED
FEB 24 1966
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 21, 1966

SUBJECT: Oosterwyk Nurseries, Inc.

To: MEMO TO FILE

We have received a request from the above contractor asking for bidding plans for Job Nos. 3 and 22 for our March 10 letting.

Today, I contacted John Quiner in Roseburg concerning the status of Oosterwyk's two contracts which are in progress in his division.

John mentioned that Contract No. 6730, Cabin Creek Safety Rest Area was progressing with some minor problems. At the present stage, it is difficult to determine if this project would be completed on time.

He stated that Contract No. 6735, Gettings Creek Safety Rest Area, was progressing fairly well. It looked like that this job would run over the specified completion date. John mentioned that Mr. Oosterwyk had been doing some complaining to our engineer, Mayfield, re the plans and specifications.

Later in the day, I telephoned Larry Rulien of Portland concerning Contract No. 6746, Bridal Veil, Cascade Locks and The Dalles Sections. Larry mentioned that the contractor has not started work on this job.

Attached is a pencil tabulation showing the status of the three contracts which the contractor has at the present time with the State.

Bidding proposals were forwarded to Oosterwyk Nurseries, Inc., on February 23 for Job No. 3 in Clatsop County and for Job No. 22 in Yamhill County.

C. W. Head, Assistant Secretary

CWH:fkn
Att.

1966

Completion				Jan 28	Feb 12	Feb 19 60% elapsed
4/30	6735	79.174 Gettings	Creek	28%	40%	44%
5/31	6730	123.700 Cabin	Creek	5%	27%	28%
4/30	6746	12.770 Bridal	Veil	0	0	0

#3 - 52,000 90 calendar days prior 7-1

#22 - 48,000 95 " " 7-5

2/21/65

RECEIVED
JAN 25 1966
FOR FILING

I-5-3(68) 178

6735

Salem, Oregon 97310
January 25, 1966

Contract No. 6735
Gettings Creek Safety
Rest Area

Mr. F. D. Morgan
Construction Engineer
BUILDING

The engineering on this project is way out of bounds. Please attempt to hold it down.

I remind you that we can only collect "I" funds for engineering in the total amount of 10 percent of the project authorization less engineering or, in this case, about $8,300.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: Mr. L. H. Young

RECEIVED
JAN 12 1966

FORM E-20 50M 3-65 SP*6470-724

I-5-3(68)178

6/16

Porter

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1966

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Oregon Projects
I-80N-3(48)79
I-5-3(68)178
I-5-3(71)145
Oosterwyk Nurseries, Inc.

The Division and Resident Engineers involved with these contracts have been advised of Mr. Oosterwyk's violations in Washington state, and instructed to pay close attention regarding payroll reports, wage compliance reports, etc. to assure all labor relation acts are complied with.

Only two of the three projects are active. These are the two on I-5 and so far no violations have been uncovered. Apparently, Mr. Oosterwyk is aware of the seriousness of the situation and is minding his P's and Q's. They are continuing to keep close check on his activities.

The third project on I-80N has not commenced as yet. Both Division and Resident Engineer will keep a close check on this project also.

F. D. Morgan
Construction Engineer

By John H. Walker

John H. Walker
Assistant Construction Engineer

MDG:fp

RECEIVED
JAN 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 30 1965
FOR FILING

I-5-3(68)178
6735

December 30, 1965

Canadian Imperial Bank of Commerce
P. O. Box 100
Seattle 11, Washington

Attention: Mrs. H. Devany
Pro Manager

Gentlemen:

In yesterday's mail, we received assignments to your bank by Oosterwyk Nurseries, Inc., on Contract Nos. 6735, 6746 and 6730 awarded to them in November.

The assignment forms, I regret to say, are not acceptable to us. First, because we do not have the written consent of the surety and secondly, because each assignment is made for a lump sum which appears to be the amount of the contract. As you know, the contract amount may be actually more or less than is stated in the contract itself.

We have attached blank forms of an Assignment of Claim which we have used in the past. The Assignment of Claim should pertain only to one contract. Enough blanks are enclosed to provide one copy for the bank, one for the contractor, one for the surety and one copy to be returned to us when it has been properly signed.

Please attach to the assignment form a written statement from the surety consenting to the assignment.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FLige
Att.

cc: Mr. Rohde

PLEASE ADDRESS
REPLY TO
THE MANAGER

CANADIAN IMPERIAL BANK OF COMMERCE

P.O. BOX 100
SEATTLE 11, WASHINGTON

CABLE ADDRESS:
"CANBANK"

December 28, 1965

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

We enclose copies of our assignments covering the following contracts made between yourselves and Oosterwyk Nurseries, Inc.:

Contract No 6735 - $79,193.78
Contract No 6746 - $12,770.00
Contract No 6730 - $123,701.10

Kindly note our interest in these contracts on your records and pay all proceeds direct to this Bank when available.

Please acknowledge receipt of this assignment by signing the enclosed forms as indicated and returning to the writer.

Yours truly,

H Deveny

(Mrs) H. Deveny,
pro Manager

Encl.

RECEIVED
DEC 29 1965
OREGON
STATE HIGHWAY COMMISSION

Form 46-61

Assignment of moneys owing under specified contracts, etc. See BMO VIA-2-19.01 as to agreements of sale and mortgages.

December 13 1965

The undersigned hereby assign and transfer to CANADIAN IMPERIAL BANK OF COMMERCE (hereinafter called the "Bank") as a general and continuing collateral security for the payment of all existing and future indebtedness and liability of the undersigned to the Bank all moneys due or growing due from[1] **Oregon State Highway Commission**

(1) Give name and address.

(hereinafter called the "debtor") to the undersigned (amounting to $79,193.78) under and by virtue of a certain **Contract No. 6735** dated the 4th day of November 1965, made between **Oosterwyk Nurseries, Inc., 12420 Juanita Drive N. E., Kirkland, Washington** and **Oregon State Highway Commission** and the debtor is hereby notified and directed to pay all such moneys to the Bank at its **Seattle, Washington** branch, and the Bank is authorized to give its receipts therefor which shall be binding on the undersigned. The Bank may collect, realize or otherwise deal with such moneys in any manner and at such time or times as may seem to it advisable and without notice to the undersigned and any such moneys received by the undersigned shall be received as trustee for the Bank and shall be forthwith paid over to the Bank by the undersigned. The moneys received by the Bank may be applied on account of such parts of the indebtedness and liability of the undersigned as to the Bank seems best without prejudice to its claims upon the undersigned for any deficiency. The Bank may grant extensions of time and other indulgences, take and give up securities, accept compositions, grant releases and discharges and otherwise deal with the debtor, the undersigned and others and with the said moneys and other securities as the Bank may see fit without prejudice to the liability of the undersigned or the Bank's right to hold and realize this security.

RECEIPT IS HEREBY ACKNOWLEDGED:

The Bank shall not be liable or accountable for any failure to collect the said moneys or any part thereof and the Bank shall not be bound to institute proceedings for the purpose of collecting such moneys or any part thereof or for the purpose of preserving any rights of the Bank, the undersigned or any other person in respect of the same. The Bank may charge on its own behalf and also pay to others reasonable sums for expenses incurred and for services rendered (expressly including legal advices and services) in or in connection with collecting, realizing and/or obtaining payment of the assigned premises or any part thereof and may add the amount of such sums to the indebtedness of the undersigned.

The undersigned shall from time to time forthwith on the Bank's request furnish to the Bank in writing all information requested relating to the obligation in respect of which such moneys are payable and the Bank shall be entitled from time to time to inspect any books, papers, documents or records evidencing or relating to such obligation and make copies thereof and for such purpose the Bank shall have access to all premises occupied by the undersigned.

The undersigned shall, at the Bank's request, do all acts and things and give such receipts, deeds, transfers, discharges and/or other instruments which may be requisite to enable the Bank to obtain payment of the moneys hereby assigned or any part thereof or which anyone making such payment may be entitled to receive from the undersigned.

WITNESS the hand and seal of the undersigned.

Witness:

Oosterwyk Nurseries, Inc.

By

By

Assignment of moneys owing under specified contracts, etc. See BMO VIA-2-19.01 as to agreements of sale and mortgages.

Form 46-61

December 13 19 65

The undersigned hereby assign and transfer to CANADIAN IMPERIAL BANK OF COMMERCE (hereinafter called the "Bank") as a general and continuing collateral security for the payment of all existing and future indebtedness and liability of the undersigned to the Bank all moneys due or growing due from[1] Oregon State Highway Commission (hereinafter called the "debtor") to the undersigned (amounting to $ 12,770.00) under and by virtue of a certain Contract No. 6746 dated the 9th day of November 19 65 , made between Oosterwyk Nurseries, Inc., 12420 Juanita Drive N. E., Kirkland, Washington and Oregon State Highway Commission and the debtor is hereby notified and directed to pay all such moneys to the Bank at its Seattle, Washington branch, and the Bank is authorized to give its receipts therefor which shall be binding on the undersigned. The Bank may collect, realize or otherwise deal with such moneys in any manner and at such time or times as may seem to it advisable and without notice to the undersigned and any such moneys received by the undersigned shall be received as trustee for the Bank and shall be forthwith paid over to the Bank by the undersigned. The moneys received by the Bank may be applied on account of such parts of the indebtedness and liability of the undersigned as to the Bank seems best without prejudice to its claims upon the undersigned for any deficiency. The Bank may grant extensions of time and other indulgences, take and give up securities, accept compositions, grant releases and discharges and otherwise deal with the debtor, the undersigned and others and with the said moneys and other securities as the Bank may see fit without prejudice to the liability of the undersigned or the Bank's right to hold and realize this security.

(1) Give name and address.

RECEIPT IS HEREBY ACKNOWLEDGED:

The Bank shall not be liable or accountable for any failure to collect the said moneys or any part thereof and the Bank shall not be bound to institute proceedings for the purpose of collecting such moneys or any part thereof or for the purpose of preserving any rights of the Bank, the undersigned or any other person in respect of the same. The Bank may charge on its own behalf and also pay to others reasonable sums for expenses incurred and for services rendered (expressly including legal advices and services) in or in connection with collecting, realizing and/or obtaining payment of the assigned premises or any part thereof and may add the amount of such sums to the indebtedness of the undersigned.

The undersigned shall from time to time forthwith on the Bank's request furnish to the Bank in writing all information requested relating to the obligation in respect of which such moneys are payable and the Bank shall be entitled from time to time to inspect any books, papers, documents or records evidencing or relating to such obligation and make copies thereof and for such purpose the Bank shall have access to all premises occupied by the undersigned.

The undersigned shall, at the Bank's request, do all acts and things and give such receipts, deeds, transfers, discharges and/or other instruments which may be requisite to enable the Bank to obtain payment of the moneys hereby assigned or any part thereof or which anyone making such payment may be entitled to receive from the undersigned.

WITNESS the hand and seal of the undersigned.

Witness:

Oosterwyk Nurseries, Inc.

By _____

By _____

Form 46-61

Assignment of moneys owing under specified contracts, etc. See BMO VIA-2-19.01 as to agreements of sale and mortgages.

December 13 ..... 19 65

The undersigned hereby assign and transfer to CANADIAN IMPERIAL BANK OF COMMERCE (hereinafter called the "Bank") as a general and continuing collateral security for the payment of all existing and future indebtedness and liability of the undersigned to the Bank all moneys due or growing due from[1] **Oregon State Highway Commission**

(1) Give name and address.

(hereinafter called the "debtor") to the undersigned (amounting to $ 123,701.10) under and by virtue of a certain **Contract No. 6730** dated the **4th** day of **November** 19 65 , made between **Oosterwyk Nurseries, Inc., 12420 Juanita Drive N. E., Kirkland, Washington** and **Oregon State Highway Commission**

and the debtor is hereby notified and directed to pay all such moneys to the Bank at its **Seattle, Washington** branch, and the Bank is authorized to give its receipts therefor which shall be binding on the undersigned. The Bank may collect, realize or otherwise deal with such moneys in any manner and at such time or times as may seem to it advisable and without notice to the undersigned and any such moneys received by the undersigned shall be received as trustee for the Bank and shall be forthwith paid over to the Bank by the undersigned. The moneys received by the Bank may be applied on account of such parts of the indebtedness and liability of the undersigned as to the Bank seems best without prejudice to its claims upon the undersigned for any deficiency. The Bank may grant extensions of time and other indulgences, take and give up securities, accept compositions, grant releases and discharges and otherwise deal with the debtor, the undersigned and others and with the said moneys and other securities as the Bank may see fit without prejudice to the liability of the undersigned or the Bank's right to hold and realize this security.

The Bank shall not be liable or accountable for any failure to collect the said moneys or any part thereof and the Bank shall not be bound to institute proceedings for the purpose of collecting such moneys or any part thereof or for the purpose of preserving any rights of the Bank, the undersigned or any other person in respect of the same. The Bank may charge on its own behalf and also pay to others reasonable sums for expenses incurred and for services rendered (expressly including legal advices and services) in or in connection with collecting, realizing and/or obtaining payment of the assigned premises or any part thereof and may add the amount of such sums to the indebtedness of the undersigned.

The undersigned shall from time to time forthwith on the Bank's request furnish to the Bank in writing all information requested relating to the obligation in respect of which such moneys are payable and the Bank shall be entitled from time to time to inspect any books, papers, documents or records evidencing or relating to such obligation and make copies thereof and for such purpose the Bank shall have access to all premises occupied by the undersigned.

The undersigned shall, at the Bank's request, do all acts and things and give such receipts, deeds, transfers, discharges and/or other instruments which may be requisite to enable the Bank to obtain payment of the moneys hereby assigned or any part thereof or which anyone making such payment may be entitled to receive from the undersigned.

WITNESS the hand and seal of the undersigned.

Witness:

Oosterwyk Nurseries, Inc.

By _____

By _____

RECEIPT IS HEREBY ACKNOWLEDGED:

RECEIVED
DEC 20 1965
FOR FILING
I-5-3(63)178
6735

Salem, Oregon 97310
December 17, 1965

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Oregon Projects I-SON-2(33)26
& I-SON-3(48)79, I-5-3(63)178
& I-5-3(71)145, Oosterwyk
Nurseries, Inc.

I enclose a copy of a letter from Ted Dec concerning alleged violations of payroll procedures by the firm of Oosterwyk Nurseries, Inc.

Please advise the Division and Resident Engineers involved with these contracts to pay close attention to this item and to report immediately any violations.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Mr. R. L. Porter

Enclosure

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Klabo

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 15, 1965

In reply refer to: 08-35-EC

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-80N-2(33)26 & I-80N-3(48)79, I-5-3(68)178 and I-5-3(71)145

In reply to Mr. Porter's December 7 letter, this office tentatively concurred in the award of the contract to Oosterwyk Nurseries for the last two of the referenced projects on November 6 without knowledge of the difficulties the Washington State Highway Department had had with this firm. Subsequently your request for concurrence on the first referenced project required transmittal to our Regional office because the bid exceeded the engineer's estimate by 12.3 percent. Upon receipt of this action, the Regional office promptly notified us, and we in turn verbally advised your office. We considered it would not be proper to withdraw our previous concurrence, nor to withhold concurrence on the remaining project due to a situation which is under investigation pending a final determination thereon.

The full extent of the problems Washington State had with the contractor on these projects came to light in the quoted memorandum from Mr. Peebles dated November 24 in our December 2 memorandum which was intended only to further alert you regarding the present status of the situation.

We suggest that the Resident Engineers on these projects be advised to scrutinize carefully all payrolls and other labor compliance documents as well as conduct careful interviews to prevent a reoccurence of similar actions found in the State of Washington.

When the more detailed reports of the labor investigations as mentioned in our December 2 memorandum are received, we will promptly transmit them to you, so you may advise your Residents what payroll practices to particularly observe.

Copies to Morgan Ryburg 12-17-65

RECEIVED
DEC 17 1965
OFFICE OF
STATE ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 8 - 1965
FOR FILING

December 7, 1965

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Parsons:

Re: Oregon Projects I-5W-2(33)26
and I-5W-3(40)79
I-5-3(68)178 and I-5-3(71)145

This will acknowledge receipt of and thank you for your December 2 letter concerning three contracts recently awarded by this Department to Oosterwyk Nurseries, Inc.

The Department followed the normal investigative processes relative to prequalifications prior to the issuance of plans and it is hard to determine now what we might have done had we had knowledge of these Davis-Bacon Act violations.

We are a little puzzled to receive Bureau of Public Roads concurrence in awards to a firm which has been involved in record falsification. Your suggestion that we take all necessary action to avoid labor compliance problems with this contractor is a worthy objective. Your advice and council as to how to accomplish this will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. F. B. Klaboe/att
Mr. Victor D. Wolfe
Mr. L. H. Young/att
Mr. C. E. Nelson

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 2, 1965

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-80N-2(33)26 and I-80N-3(48)79, I-5-3(68)178, and I-5-3(71)145

We have received a copy of correspondence between our Western Counsel Peebles to the Department of Labor, San Francisco concerning the Oosterwyk Nurseries, Inc. recently awarded the subject contracts that we thought would be of interest to your office.

Mr. Peebles' letter in part states:

"The State of Washington, through its Highway Department, has let certain contracts for the construction of portions of the Interstate Highway System to various prime contractors who have, in turn, subcontracted certain landscaping work to Oosterwyk Nurseries, Inc., formerly Finn Hill Nursery.

"During the course of construction of said contracts, which included Washington Project I-05-3(181)167 and U-025-1(45), Lakeview Blvd. to Shelby St. and Roanoke Connection, it became apparent to the State of Washington, and through the State to the Bureau of Public Roads, that the payroll practices of Mr. Peter Oosterwyk, the prime party in interest in both the corporation and the individual proprietorship, left a lot to be desired. The State and the Bureau of Public Roads have caused extensive investigation to be made into the payroll practices of Mr. Oosterwyk under the Davis-Bacon and related Acts, including falsification of records, in the course of which it has become apparent that there may be violations of the Fair Labor Standards Act and Walsh-Healey Act. The results of the above investigations will be made available to the Department of Labor when received from the State and the Bureau division offices.

"In view of the violations, and apparent violations, encountered in the State of Washington, the Bureau

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

of Public Roads will closely observe anticipated performance in the State of Oregon where this Contractor has since become involved in three Oregon contracts on the Interstate Highway System...."

We recommend that you take any and all necessary action to avoid labor compliance problems with this contractor.

RECEIVED
DEC 3 1965
OFFICE OF

RECEIVED
NOV 23 1965
FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 17, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-3(68)178
Gettings Creek Safety Rest Area

As requested in Mr. Young's letter of November 12, 1965 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of November 4, 1965 in the award of contract No. 6735 to Oosterwyk Nurseries, Inc., of Kirkland, Washington, low bidder in the amount of $79,193.78 at the November 2, 1965 bid opening.

Use of the Royal Sloan Flush Valve is approved for this project.

REFERRED TO
By Asst. State Hwy. Engr.
11-23-65

RECEIVED
NOV 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
I-5-2(61)178

LAW OFFICES

MERGES, BRAIN & HILYER

6.7.1.5

EDWARDS E. MERGES
J. ROBERT BRAIN
GALE P. HILYER, JR.

ARTHUR D. KEIL

902 NORTON BUILDING
SEATTLE, WASHINGTON 98104
MAIN 2-1244

November 16, 1965

Mr. C. W. Head, Assistant Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Dear Mr. Head:

In accordance with your request of November 12, 1965, I have written to the Corporation Commissioner's office requesting the information necessary to file Oosterwyk Nurseries, Inc. as a foreign corporation of the State of Oregon.

I presume that this should be done by Monday of next week. I will let you know as soon as the same has been accomplished.

Yours very truly,

G. Robert Brain

GRB/mm

Enclosure

12/8/65 Applic rec 11-30
Not in mail - and look for duration

Nov. 2, 1965 Letting
Jobs #2, #8 and #13

RECEIVED
NOV 19 1965
OREGON
STATE HIGHWAY COMMISSION

LAW OFFICES
MERGES, BRAIN & HILYER

EDWARDS E. MERGES
G. ROBERT BRAIN
GALE P. HILYER, JR.

ARTHUR D. KEIL

605 NORTON BUILDING
SEATTLE, WASHINGTON 98104
MAIN 2-1244

November 16, 1965

Secretary of State
Salem,
Oregon

Re: Oosterwyk Nurseries, Inc.

Dear Sir:

This office represents the above corporation, which is a Washington corporation and which has made bids on Oregon State Highway Projects and has been informed by the Secretary of the Oregon State Highway Commission that the corporation has to register in the State of Oregon.

Would you please send me as soon as possible the necessary information of what filings are necessary to file a foreign corporation in the State of Oregon.

I will send by return mail all material necessary and will record the corporation forthwith.

Yours very truly,

G. Robert Brain

GRB/mm

c.c. Oregon State Highway Commission
Mr. Peter Oosterwyk

RECEIVED
NOV 12 1965
FOR FILING
I-5-3(68)178
67-3

November 12, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of November 3, 1965, is requested in the award of contract for the Gettings Creek Safety Rest Area, Project No. I-5-3(68)178.

The contractor receiving the award is Oosterwyk Nurseries, Inc., of Kirkland, Washington in the amount of $79,193.78 with the Contract No. 6735 assigned. This bid was received on November 2, 1965 and awarded November 4, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

FORM S-123

RECEIVED
NOV 5 - 1965
FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH W. SWIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
FLOYD QUERY, SECRETARY

I-5-3(19)17
67

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

November 5, 1965

Oosterwyk Nurseries, Inc.
12420 Juanita Drive, N.E.
Kirkland, Washington

Gentlemen:

The State Highway Commission on November 4 awarded to you State Highway Contract No. 6735 for the following project:

Gettings Creek Safety Rest Area on
Pacific Highway in Lane County.

This award was based on your bid of $79,193.78 which was submitted to the Commission on November 2 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
Mark Astrup

RECEIVED
OCT 20 1965

Form CO-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLAMBOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 11, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-3(68)178
Gettings Cr. Safety Rest Area
Improvement

RECEIVED
OCT 20 1965

Young Wiland
10-20-65

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired for occupancy and contractor's use, and further, that control of access rights has been acquired, with the possible exception of those utilities previously adjusted, as indicated in Mr. Oakes' October 7, 1965 report. Certification concerning utility access rights should be furnished prior to our concurrence in award. If exceptions are listed, the project will not be accepted as complete until such time when full control of access is obtained.

The use of the October 1, 1965 Supplemental General Requirements for Building Construction has been reviewed and is approved for use on this project. We wish to draw to your attention that the use of the general statement under Article 6-1 - Proprietary Commodities, Trade Names and Alternatives does not relieve you of the provisions of paragraphs 5d & 5e of PPM 40-3.1 which indicate that "...references...to single trade name materials will not be approved...". Informing the contractor of three or more choices of each material in the contract documents would alleviate future problems of testing and proof of suitability during the course of construction. It is conceivable that these testing and suitability actions could be a cause of project delay.

The use of Article 102-1.3, Embankment Measure is approved for use on this project.

You are to be commended for development of your "Reference Index" and its utilization on this project. This consolidated index certainly will reduce our review time and it is conceivable that many other users will note a similar saving in time.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Mr. Young's October 7, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest, therefore the restriction to use of "Sloan Royal" flush valves as specified in the Special Provisions and the failure to request this action leaves no alternative than to deny Federal participation for this and all unjustified single item restrictions.

RECEIVED
OCT 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 8 - 1965
FOR FILING

FORM C-20 REV 7-54 SP*8220-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1965

To: Memo To File

SUBJECT:

On this date, Senator R. F. Chapman called at the office seeking information as to when another contract would be authorized on Highway 42 between Coquille and Myrtle Point. He was told that the next project is not on any approved program and this is something the Highway Commission would have to consider when the next work schedule is developed.

The Senator complained about the condition of the pit-type rest rooms at Nesika Beach near Ophir and at Gettings Creek. This information was passed along to Mr. Hunter with a request to correct the situations if possible.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Victor D. Wolfe
Mr. E. S. Hunter

RECEIVED
SEP 15 1965
FORM E-201 SDM E-66 41-000

Porter

RECEIVED
SEP 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 9, 1965

To: F. W. Yarbrough
Staff Assistant
S H O P S

SUBJECT: Water Well #3
Gettings Creek Rest Area
Goshen - Cottage Grove Section
Pacific Highway I-5
Lane County
11' East of P.O.T. Ref. Pin.
Sta. 549+15 located in West
R. W. Fence (This is approx. opposite the entrance to the North-bound area - on opposite side of freeway. JE.

This well was located in an essentially water poor area by the combination of extensive surface geologic reconnaissance and detailed sub-surface geophysical investigations. (See report July, 1965). The well seems capable of a sustained yield of better than 44 gal./min. This is based on the Bailer and Pump tests conducted to date.

It is believed that the bulk of the water is entering the well between the second seismic top and the top of the gray basalt or andesite layer.

It was recommended that the method of completion be modified from specifications to that illustrated on the accompanying sheet of drawings because of the nature of the red volcanic ash. If the 6" casing were driven into the basalt layer, there would be a great risk of sealing off the water with clay and not being able to recover it upon perforation of the casing. Other reasons for this type of completion in this situation are:

1) The liner can be removed and the perforations cleaned.
2) With the liner out, the well can be cleaned, deepened, or reamed.
3) This all can be done without disturbing the seal which prevents the surface water from entering the well.
4) This method was discussed with Jack Sceva and William Bartholomew of the State Engineer's office. They express their approval.

During the discussion with Mr. Sceva and Mr. Bartholomew the following additional points were covered:

1) If this water is part of the general perched water table, it would be necessary to have a treatment unit on the line at this time to take care of possible contamination during the recharge season.

Routing

3 Morgan
1 Decker
X Bond
Carlson
Walker
Glenn
4 Swan

RECEIVED
SEP 10 1965
CONSTRUCTION
DIVISION

E

9-10-65
Copy sent to Klabee per Bond - Bjx

2) If this water is separate from the general perched water table, then there is a good possibility that the water will rise over the top of the casing and become an artesian flow during the recharge season.

3) The top of the casing should be above the highest recorded flood level.

4) To obtain an indication of the probable recharge source it would be helpfull to know:

a) static level elevations of the three wells
b) the temperature of the water in the three wells
c) the comparative mineral content of the water from the wells
(the above information could be obtained by the local personnel)

5) Finding another well in the immediate vicinity of the rest area with a potential of more than 10 gal./min would be extremely difficult to impossible.

6) The water is cold, tastes good, and feels soft. The chemical and bacteriological tests will indicate the suitability for human consumption.

Summary: This is an extremely good well.

William P. Milne
Assistant Geologist

WPM:ks

cc: F. D. Morgan
Mark Astrup
Jack Sceva
R. L. Chandler
D. J. Sage
R. J. Van Cleave

Rest Area
Diagram of
Well #3

Bail Test

Pump Test

6 hr. @ 44 GPM

8" Hole Drilled to 6'0" Casing (Not Used) Set to Rock

5" Perf. Casing (Used) Set to Rock

Bentonite Cement Over Seal

Ground Surface

0.0'
0.0.0
0.00
0.0.0

Top Soil
1.0.0

Sandy Gravel
0.0.0

First Seismic Top

10

Dense Tight Soft

Soil Sloughs Since Caving Zone

5

Red Volcanic Ash Altered to Clay

20

Driller Reported A Large amount of Water Here. However, during Pump test only a small amount was seen to enter.

30

Second Seismic Top

Probable Water Zone

40

Gray Basalt or Andesite Hard & Dense

50

Soft Dense Tight Black Volcanic Ash Altered to Clay

60

Hole drilled to Here for Bail test.

70

Total depth.

80

Static Level

Estimated Draw Down

30 GPM

45 GPM

60 GPM

Measured Draw Down

Sustained for 6 Hr.

Rapid Recovery

44 GPM

9-10-65
Copy sent to Klabal per Bond — BFm

Division office copy.

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SEP 7 - 1965
FOR FILING

I-5-3(6) 125
6725

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 11, 1965

SUBJECT: Rest Area Use
Pacific Highway
Gettings Creek, Cabin Creek
and Manzanita Rest Areas

To: L. R. Chandler
Division Engineer
O F F I C E

L

As per your request I have counted the three subject rest areas since the middle of May. The first complete month of available date for June 1965 revealed the following vehicle use information.

	GETTINGS CREEK		CABIN CREEK		MANZANITA	
	South Bound	North Bound	South Bound	North Bound	South Bound	North Bound
Average Daily Use	269	275	253	259	269	248

As can be seen, this represented 544, 512 and 517 vehicles per day at the Gettings Creek, Cabin Creek and Manzanita rest areas, respectively. The 1964 average daily traffic in these locations were 9000, 5800 and 5100 vehicles, respectively. Thus approximately 6%, 9% and 10% of the ADT stopped at these three rest areas respectively. The month of June ADT would be a better comparison and would slightly reduce the percentage of use. These figures provide a comparison.

The following table portrays the maximum single day useage by directions at the indicated rest areas.

DAY	DATE	DIRECTION	REST AREA	MAXIMUM TOTAL
Sat	June 26	South Bound	Gettings Creek	409
Sat	June 26	North Bound	Gettings Creek	368
Sat	June 12	South Bound	Cabin Creek	417
Mon	June 28	North Bound	Cabin Creek	369
Sat	June 12	South Bound	Manzanita	410
Sat	June 19	North Bound	Manzanita	320

REFERRED TO
Astrup
BY ASST STATE HWY ENGR.
8-13-65

Gettings Creek and Cabin Creek are some 35 miles west and have temporary facilities, water, however, has been provided for drinking purposes at both locations. The Manzanita test area is some 81 miles south of Cabin Creek and has complete facilities as is normally provided at this type test area.

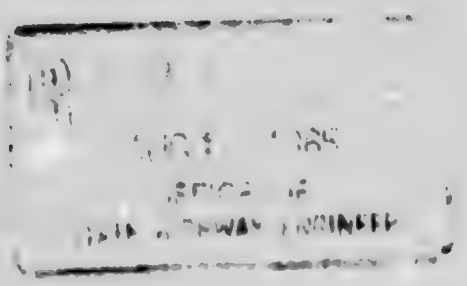
As you know, there is an additional pair of test areas remaining for construction north of Agness Creek and in the Azalea area. The additional [illegible] was not carried over because of the delay and the fact that the Area [illegible] Superintendent and others, [illegible] Cabin Creek. It would appear from the surprisingly low [illegible] even at the temporary camping facilities, as best we can, how necessary some further consideration to providing this warmish service to the test area sites should be given.

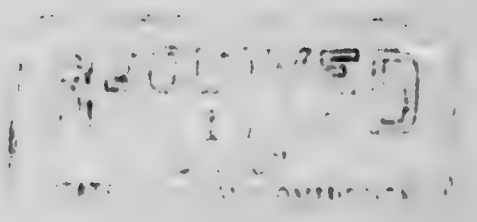
Although considerable [illegible] to visit area was [illegible] appear that these studies were aimed at [illegible] information. If further consideration is [illegible] matter a personal inversion type study might [illegible] such facilities.

[illegible]
Division Public Services

Enclosed

cc: [illegible] Morgan
[illegible] B. Crandell
[illegible] Hunter
[illegible] Hammert





RECEIVED
JUN 23 1965
FOR FILING

I.C. 3(A)(P) 178

6735

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PRO

(PPM 21-

	REPORT NUMBER (19)–(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–65		PRESENT	FUTURE (66)–(70)	YEAR (71)–(72)
CARD 2	1	I-5 Gettings Creek	ADT	6,800	16,800	75

	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)
CARD 3	Rest Area Convenience Facilities							

	CLASS OF FEDERAL FUNDS	COUNTY NAME	
CARD 4	Interstate	Lane	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL-AID I-5

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI *(Full description)*	MILES (54)–(58)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT COST: FEDERAL FUNDS (67)–(76)
1										
5					PE		I-5 Gettings Creek			
5					ROW					
5					CONST (CODE)				85,000	78,000
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	0.00	85,000	78,000
1	14	PROGRAM APPROVAL DATES							(16)–(23)	(24)–(33)

Additional data - Iten
I-5-3(23)175.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
65	ADT	6,800	16,800 (66)(70)	75 (71)(72)	08	Oregon	35 (2)(3)	042 (4)(9)	406 (14)(18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(68)	(70)	(71)	(72)(73)	(74)(75)	I- (14 23)	5-3(68) (7 13)		178 (24)(26)	27

COUNTY NAME: Lane — CODE: 039 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID: I-5 (32) — STATE: (36)(37) — U.S.: I-5 (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54)(58)	(59)(66)	(67)(76)			
					Rest area convenience facilities. (Rest area cleanup; plant grass, trees & shrubs. Sanitary and other facilities. Water distribution system. Necessary signing & lighting.)
	85,000	78,000	7,000		ROW - 250' normal; access control - full; parking restrictions - complete.
0.00	85,000	78,000	7,000		

(16) (23)(24) (33) REMARKS

Additional data - Item 177, Project I-5-3(18)175 and Item 202, Project I-5-3(23)175.

USCOMM DUSCOMM-DC 48908-P61

RECEIVED
MAY 4 - 1965
FOR FILING

I-E-3 (6x) 178
6735

Salem, Oregon
May 3, 1965

Mr. F. B. Klaboe
Assistant State Highway Engineer

The attached letter from E. S. Hunter to Tom Edwards was directed to me but now falls in your territory. Very recently I made a rather fleeting inspection of the Gettings Creek area and it is one which we should develop as promptly as possible.

The problem, as Mr. Hunter indicates, is a water supply for which we are now in the process of drilling. Since the first well was dry, there is no guarantee the second will be any better. Unless water is obtained, I do not know how we can make improvement other than that of a temporary nature.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment

cc Forrest Cooper
R. L. Porter
Tom Edwards

FORM E-30 SOM 7-64 SP*6220-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1965

SUBJECT: Gettings Creek
Rest Area

To:

Mr. Tom Edwards
Assistant State Highway Engineer

B u i l d i n g

The Rest Area known as Gettings Creek in the vicinity of Cottage Grove on I-5 is in need of a rest area contract.

At the present time there are pit toilets which are subject to much use. As a result, they cannot be maintained properly.

The Maintenance Division drilled one well last summer which was adequate to supply drinking fountains which have also been installed. Another well is presently being drilled which we hope will give an adequate supply for the rest rooms and sprinkler systems.

We have a sign at the Rest Area that says something about temporary facilities pending construction of the permanent rest area. It is my suggestion that we do not let this situation go through another tourist season without making some effort toward construction.

E. S. Hunter
Maintenance Engineer

ESH:je

NOTED
TOM EDWARDS

RECEIVED
APR 21 1965
FOR FILING

E-1.2(1.)78
1755

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1965

To: Mr. L. H. Young
Office Engineer

BUILDING

SUBJECT: Gettings Creek
Safety Rest Area
Oregon Interstate 5

Division Engineer A. W. Parson's letter dated February 18 approved federal participation in the construction of comfort and convenience facilities in the subject location and authorized the preparation and submission of P.S.& E. documents. Would you initiate necessary action? It is anticipated this project will be in the June letting.

The rest area is located between Stations 530 and 536 or approximately M.P. 140. The parking area acceleration and deceleration lanes were included in the road construction contract. Public use facilities to be constructed include water distribution system, toilet buildings, signs, lighting, picnic tables, garbage cans and a minor planting of grass, trees and shrubs. The preliminary estimate of the construction costs is $77,000.

F. D. Morgan
Construction Engineer

By Mark H. Astrup

Mark H. Astrup
Landscape Engineer

cc: Fred B. Klaboe ✓
F. D. Morgan

copy sent 4-21-65

REFERRED TO
Date: 4-20 By:
For:
Due Date:

RECEIVED
APR 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 3 1965
FOR FILE

Form CO-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-5-3(68) 178

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6735

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

DATE: February 18, 1965

In reply refer to: 08-35.4-DA

SUBJECT: Oregon Interstate 5
Gettings Creek Safety Rest Area

Reference is made to your letter dated July 9, 1964 which requested approval of Federal-aid participation in construction of comfort and convenience facilities at the subject rest area.

Approval of this request is granted as an exception to Circular Memorandum provisions. You may proceed with appropriate programing procedures.

NOTED
LLOYD P. SHAW

Copies To:
Morgan
Young
3-3-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 24 1964
FEDERAL HWY.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. ANDERSEN, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

F-5-3(68)178

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

July 21, 1964

Mrs. Clarence Chase
Corresponding Secretary
Lane County Pioneer Historical Society
Route 2, Box 83
Eugene, Oregon

Dear Mrs. Chase:

We are indeed indebted to you for your assistance to Mr. Worth and to us in furnishing historical material on the Gettings Creek rest area location. I only trust that it will result in approval of Federal participation in the construction of adequate public convenience facilities.

We also appreciate receiving your suggestion of the name "Delight Valley". The use of a near geographical feature, such as Gettings Creek, has been a policy of convenience to identify the rest areas for administrative purposes. Actually the name has little significance as it is not shown on approach or other signs. Should the safety rest area signing policy change in the future, we shall be most happy to give your suggestion every consideration. Again thanks.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
MARK H. ASTRUP

Mark H. Astrup
Landscape Engineer

cc: L. P. Shaw ✓
F. D. Morgan
L. R. Chandler
Geary Worth

RECEIVED
JUL 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 14 1964
FOR FILING

I-5-3(4)178
(7-24

July 9, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Gettings Creek

Dear Sir:

Reference is made to Commissioner Armstrong's Circular memoranda to Regional and Division Engineers of the Bureau of Public Roads, dated August 6 and September 30, 1959 on the subject "Safety Rest Areas on Interstate Highways".

These memoranda limited Federal participation in the construction of public-use and convenience facilities provided at safety rest areas "...except where, because of specifically significant historical or natural values, especially high continuing use may be expected. These expected instances will require prior approval of the Washington Office for participation." We submit that the natural values extant at the Gettings Creek Safety Rest Area site, the historical interest found, and the high continuing use expected qualifies and justifies approval of Federal participation in the construction of requisite public-use facilities.

A study was initiated at the beginning of the Interstate program to locate suitable rest area sites on the system in Oregon. (See attached map.) The spacing and other site selection factors considered were identical to those later published in "Policy on Safety Rest Areas for the National System of Interstate and Defense Highways". This particular site was chosen because, first, the natural beauty of the grove of trees in the area contrasted with adjacent farm lands and, geographically, to conform with the 35- to 45-mile spacing desired. The distance to the completed Oak Grove Safety Rest Area is 45 miles northerly, and the proposed Cabin Creek Safety Rest Area is 35 miles south.

The construction of basic highway access and parking area facilities at this site was completed under grading and paving contracts. Subsequently, through use by the public and

to meet demands of State Sanitarians, temporary pit toilets have been constructed to accommodate the traveling public. They are not adequate or satisfactory due to the high use. The paucity of private facilities near this location and the evident preference of Interstate highway travelers not to leave the highway, coupled with the increasing use being experienced at the Oak Grove Safety Rest Area, confirms our contention that there will be a continuing high use of this site. This heavy usage requires the installation of flush toilets and drinking water, if standards of sanitation and convenience acceptable to the public are maintained.

The captions of the enclosed pictures show the kind and extent of natural tree cover in the area. In addition, research has disclosed historical data that would be of interest to highway users. It is proposed to erect historical markers in each unit. The following wording can be substantiated:

Southbound Rest Area

In this area lived the Clark, Southwell, and Vandervert families. They had six donation land claims extending a short distance north and south of this rest area. Thomas Clark brought Durham cattle and Morgan horses west in 1851 to establish an early thoroughbred herd.

On the way, Grace Clark, Thomas' sister, was shot twice, partially scalped, and dropped over a precipice by Indians. Her mother, brother, and others were killed. Grace recovered and later married Jackson Vandervert. She is buried on the Vandervert claim.

Some of the early mowers and threshers in the state were sent west by Thomas Clark and used on these claims.

Along the hills south and west is Saginaw, location of one of the first big sawmill and logging operations in Lane County. There were two mills, one in Saginaw, and the other on top of Prune Hill to the west. Rough lumber cants were flumed down to Saginaw for resawing and finishing.

Northbound Rest Area

In this area six donation land claims were taken by members of the Clark, Southwell, and Vandervert families. Thomas Clark brought his family here in 1851 and imported some of the first Durham cattle and trotting horses into the valley. His sister, Grace, was shot twice, scalped, and dropped over a precipice by Indians on the way west. Her mother, a brother, and others were killed at that time. She recovered and in 1853 married Jackson Vandervert. She died in 1875 and is buried on the claim.

A short distance north, you will cross Tunell Millrace, built in 1877 to supply water for Tunell's grist mill on the river to the east. This mill operated until 1909 when it was converted to supply electricity for the City of Cromwell, two miles north.

Many expressions of public appreciation of safety rest areas, plus our observation of increasing use of existing locations, have convinced us that there will be a continuing and increasingly important public use of the Gettings Creek Safety Rest Area. We also believe that the site has significant historical interest and natural scenic value to justify Federal participation in construction of public-use facilities.

Accordingly, we urge and recommend modification of existing Bureau of Public Roads' policy to authorize Federal participation in the construction of modern convenience and comfort facilities at Gettings Creek. These include development of potable water, construction of tables, paths, flush toilets, and sewage disposal, using previously approved standard rest area plans. Oregon is willing and capable of furnishing adequate maintenance so that our safety rest areas are a source of pride to the State and Federal Governments and a service to road users.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosures
cc Forrest Cooper
R. L. Porter
F. D. Morgan
Mark Astrup
L. H. Young
C. H. Maison

NHA:fp: ajw

STATE OF OREGON
FEDERAL AID INTERSTATE HIGHWAY SYSTEM
SAFETY REST AREA LOCATIONS I-5
1 July 1964

82 Interstate Highway Route Number

PACIFIC OCEAN

ASTORIA, Seaside, CLATSOP, COLUMBIA, ST HELENS, WASHINGTON, TILLAMOOK, Forest Grove, Hillsboro, PORTLAND, COLUMBIA RIVER, HOOD RIVER, MULTNOMAH, See Insert Map, Sandy, BALDOCK, OREGON CITY, Government Camp, McMINNVILLE, YAMHILL, Newberg, Woodburn, CLACKAMAS, Otis Jct., Valley Jct., DALLAS, Monmouth, POLK, SALEM, See Insert Map, SANTIAM RIVER, MARION, Springs, Newport, Toledo, CORVALLIS, ALBANY, LINCOLN, BENTON, LINN, JEFFERSON, Madras, Waldport, Halsey, Junction City, OAK GROVE, SPRINGFIELD, Sisters, Redmond, Prineville, Blue River, Swisshome, EUGENE, See Insert Map, BEND, CROOK, LANE, DESCHUTES, Cottage Grove, GETTINGS CREEK, Oakridge, Brothers, Lapine, Hampton, Reedsport, Drain, Anlauf, HARNEY, BURNS, Crane, MALHEUR, Juntura, CABIN CREEK, Oakland, NORTH BEND, COOS BAY, COOS, DOUGLAS, Coquille, Bandon, ROSEBURG, SO. UMPQUA, Winston, Myrtle Point, Myrtle Creek, Canyonville, Chemult, Silver Lake, Crater Lake, COW CREEK, Port Orford, Ft. Klamath, Trail, MANZANITA, CURRY, Gold Beach, GRANTS PASS, KLAMATH, Beatty, JOSEPHINE, MEDFORD, SUNCREST, ASHLAND, KLAMATH FALLS, Kerby, Oregon Caves, Brookings, SISKIYOU, Merrill, LAKEVIEW

MORROW, UMATILLA, Arlington, Boardman, Heppner, Ione, Condon, Fossil, Spray, WHEELER, GILLIAM, SHERMAN, Mayo, Grass Valley, Maupin, Dayville, Mitchell, JEFFERSON, GRANT, Canyon City, John Day, Unity, BAKER, Milton-Freewater, PENDLETON, Enterprise, Joseph, LA GRANDE, UNION, WALLOWA, North Powder, Halfway, Huntington, Vale, Ontario, Nyssa

LEGEND:
- PROPOSED
- PARKING CONSTRUCTED
- COMPLETED
- UNDER CONTRACT

INSERT MAPS SHOWING ADDITIONAL ROUTES AT URBAN AREAS

EUGENE & VICINITY — Willamette River, McKenzie River, Coast Fork Willamette River, Middle Fork Willamette River, Long Tom River, Willamette River, 105, 5, SPRINGFIELD, EUGENE

SALEM & VICINITY — To Portland, 305, 5, To Albany

PORTLAND & VICINITY — Columbia River, VANCOUVER, WASHINGTON, OREGON, 5, 405, 80N, Oswego, Milwaukie, 205, To Portland

I-405-8 N.W. Thurman St.-S.W. Jeff. 1965
(12)302 St. Sec., Stadium Frwy. in
#6736 Portland (clearing)

STATE COPY

Monthly transaction number: 11-23	FOR R-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 10-28-66	County: Multnomah
Modification number: 1		Project number: I-405-8(12)302

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 14, 19 66, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 186,133	$ 191,674
Federal funds	$ 171,700.00	$ 176,370.89
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 28th day of October, 19 66.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klabo

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund
Administrative Manager

US COMM-DC 26364-P65

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
1-191	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO.		COUNTY
6736 5	12-14-66	Multnomah
		PROJECT NO. I-405-8(12)302

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI:

N.W. Thurman St.-S.W. Jefferson St. Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-11-65	0.00
*OTHER *(Specify)*		

FUNDS

Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 186,133.	$ 171,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J R Baker

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons
(Division Engineer)

By L R Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer JAN 14 1966

Oregon State Highway Department

Federal-Aid
Project No. I-405-8(12)302

N.W. THURMAN ST.-S.W. JEFFERSON ST. SECTION

OF THE STADIUM FREEWAY HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 4, 1966

Type Code Y004
Clearing (Sta. 368+00 to Sta. 439+00)(Contract No. 6736)

Demolition of Buildings	All Required		$154,890.00
Tractor and Dozer	25 hours	$15.00	375.00
6' Chain-Link Fence	2,000 lin.ft.	2.50	5,000.00
			$160,265.00
Concrete Footings (Fence Line Posts)	All Required		$ 200.00
			$ 200.00
Utilities			
City of Portland (Water Bureau)	All Required		$ 6,744.75
Pacific N.W. Bell Telephone Co.	All Required		2,002.36
			$ 8,747.11
	Subtotal		$169,212.11
	10% Engr. & Cont.		16,920.89
	Total		$186,133.00

Length of Project - - - - - - 0.00 Mile

Federal Funds - - - - - -

N.W. THURMAN ST.-S.W. JEFFERSON ST, SECTION

PROJECT NO. I-405-8(12)302

Bureau of Water Works, City of Portland

Labor	$5,475.15
Material	793.50
Equipment	476.10
	$6,744.75

Pacific N.W. Bell Telephone Co.

Labor	$ 486.16
Overhead	86.24
Engineering	237.60
Material and Supplies	108.36
Equipment Expense - Company Owned	84.00
Company Cost (Lump Sum)	$1,002.36
Contract Cost (Actual Cost)	$1,000.00
Grand Total	$2,002.36

Oregon State Highway Department

Federal Aid
Project No. I-405-8(12)302

N. W. THURMAN ST.-S. W. JEFFERSON ST. SECTION

OF THE STADIUM FREEWAY HIGHWAY IN MULTNOMAH COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 26, 1965

Type Code X004
Clearing (Sta. 368+00 to Sta. 439+00)

Demolition of Buildings	All Required		$ 226,000.00
Tractor and Dozer	25 hr.	$ 20.00	500.00
6' Chain Link Fence	2,000 lin.ft.	2.75	5,500.00
			$ 232,000.00
Concrete Footings (Fence Line Posts)	All Required		$ 200.00
			$ 200.00

Utilities

Pacific Northwest Bell	All Required	2,000.00
City of Portland (Water Bureau)	All Required	9,000.00
		$ 11,000.00
Subtotal		$ 243,200.00
10% Engr. & Cont.		24,320.00
Total		$ 267,520.00

Length of Project . . . . . 0.00 Mile

Federal Funds	$ 246,000.00
State Funds	21,520.00
	$ 267,520.00

N. W. THURMAN-S. W. JEFFERSON SECTION

BUILDING REMOVAL & CLEANUP ESTIMATE

PROJECT NO. I-405-8(12)302

Item No.	Demolition Cost	Salvage	Final Cost
1.	$ 6,000	$ 200	$ 5,800
2.	15,000	2,000	13,000
3.	10,000	1,000	9,000
4.	4,000	100	3,900
5.	2,000	-	2,000
6.	2,000	-	2,000
7.	1,500	-	1,500
8.	2,000	-	2,000
9.	12,000	-	12,000
10.	5,000	-	5,000
11.	(Included with #12		
12.	1,000	-	1,000
13.	(Included with #14		
14.	1,000	-	1,000
15.	(Included with #16		
16.	30,000	-	30,000
17.	3,000	-	3,000
18.	15,000	-	15,000
19.	7,000	-	7,000
20.	2,000	-	2,000
21.	100	-	100
22.	40,000	-	40,000
23.	2,500	-	2,500
24.	5,500	-	5,500
25.	3,000	-	3,000
26.	4,000	700	3,300
27.	4,000	-	4,000
28.	5,000	-	5,000
29.	10,000	-	10,000
30.	5,000	-	5,000
31.	10,000	-	10,000
32.	500	-	500
Totals	$208,100	$4,000	$204,100
		Debris Cleanup, All Areas	21,900
		Total Estimate	$226,000

For buildings corresponding to the Item Nos., see the building removal table in the plans.

Oregon State Highway Department

Federal Aid
Project No. I-405-8(12)302

N. W. Thurman St.-S. W. Jefferson St. Section

of the Stadium Freeway Highway in Multnomah County

(Estimate to accompany plans and specification. Not as a basis for project agreement.)

Salem, Oregon, October 1, 1965

Type Code X004
Clearing (Sta. 368+00 to Sta. 439+00)

Demolition of Buildings	All Required		$225,000.00
Tractor and Dozer	25 hours	20.00	500.00
6' Chain Link Fence	2,000 lin.ft.	2.75	5,500.00
			$232,000.00
Flagging (57½ of Contractors Cost)	All Required		200.00
			200.00
Utility			
City of Portland (Water Bureau)	All Required		$ 9,000.00
	Subtotal		$241,200.00
	10% Engr. & Cont.		24,120.00
	Total		$265,320.00

Length of Project ———————— 0.00 mile

Federal Funds	$244,000.00
State Funds	21,320.00
	$265,320.00

M. M. THURMAN-S. M. JEFFERSON SECTION

BUILDING REMOVAL & CLEANUP ESTIMATE

PROJECT NO. I-405-3(12)302

Item No.	Demolition Cost	Salvage	Final Cost
1.	$ 6,000	$ 200	$ 5,800
2.	15,000	2,000	13,000
3.	10,000	1,000	9,000
4.	4,000	100	3,900
5.	2,000	-	2,000
6.	2,000	-	2,000
7.	1,500	-	1,500
8.	2,000	-	2,000
9.	12,000	-	12,000
10.	5,000	-	5,000
11.	Included with #12		
12.	1,000	-	1,000
13.	Included with #14		
14.	1,000	-	1,000
15.	Included with #16		
16.	30,000	-	30,000
17.	3,000	-	3,000
18.	15,000	-	15,000
19.	7,000	-	7,000
20.	2,000	-	2,000
21.	100	-	100
22.	40,000	-	40,000
23.	2,500	-	2,500
24.	5,500	-	5,500
25.	3,000	-	3,000
26.	4,000	700	3,300
27.	4,000	-	4,000
28.	5,000	-	5,000
29.	10,000	-	10,000
30.	5,000	-	5,000
31.	10,000	-	10,000
32.	500	-	500
Totals	$208,100	$4,000	$204,100
		Debris Cleanup, All Areas	21,900
		Total Estimate	$226,000

For buildings corresponding to the Item Nos., see the building removal table in the plans.

Oregon State Highway Department

Federal Aid
Project No. I-405-8(12)302

N. W. THURMAN ST.-S. W. JEFFERSON ST. SECTION OF THE

STADIUM FREEWAY HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 1, 1965

Type Code Y004
Clearing (Sta. 368+00 to Sta. 439+00)

Demolition of Buildings	All Required		$226,000.00
Tractor and Dozer	25 hours	$20.00	500.00
6' Chain Link Fence	2,000 lin.ft.	2.75	5,500.00
			$232,000.00
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
			$ 200.00
	Subtotal		$232,200.00
	10% Engr. & Cont.		23,220.00
	Total		$255,420.00

Length of Project - - - - - - - - 0.00 Mile

Federal Funds - - - - - - - -

M. W. THURMAN-S. W. JEFFERSON SECTION

BUILDING REMOVAL & CLEANUP ESTIMATE

PROJECT NO. I-405-8(12)302

Item No.	Demolition Cost	Salvage	Final Cost
1.	$ 6,000	$ 200	$ 5,800
2.	15,000	2,000	13,000
3.	10,000	1,000	9,000
4.	4,000	100	3,900
5.	2,000	-	2,000
6.	2,000	-	2,000
7.	1,500	-	1,500
8.	2,000	-	2,000
9.	12,000	-	12,000
10.	5,000	-	5,000
11.	(Included with #12		
12	1,000	-	1,000
13.	(Included with #14		
14.	1,000	-	1,000
15.	(Included with #16		
16.	30,000	-	30,000
17.	3,000	-	3,000
18.	15,000	-	15,000
19.	7,000	-	7,000
20.	2,000	-	2,000
21.	100	-	100
22.	40,000	-	40,000
23.	2,500	-	2,500
24.	5,500	-	5,500
25.	3,000	-	3,000
26.	4,000	-	4,000
27.	4,000	-	4,000
28.	5,000	-	5,000
29.	10,000	-	10,000
30.	5,000	-	5,000
31.	10,000	-	10,000
32.	500	-	500
Totals	$208,100	$3,300	$204,800
		Debris Cleanup, All Areas	21,200
		Total Estimate	$226,000

For buildings corresponding to the Item Nos., see the building removal table in the plans.

RECEIVED
SEP 8 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I 405-8 (12) 302
6/14

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 14, 1966

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97212

ATTENTION: Mr. J. W. DeYoung, Jr.

Re: Pacific N. W. Bell Telephone Company Relocation
N.W. Thurman-S.W. Jefferson Section
Stadium Freeway - Multnomah County
Project No. I-405-8(12)302 - Contract No. 6736

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of October 27, 1965, have been approved by the State and the Bureau of Public Roads. However, only the company's portion of the work has been submitted in sufficient detail to qualify for a lump sum payment. Therefore, work performed by Pacific Northwest Bell Telephone Company forces in the amount of $1,002.06 will be made, in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement of charges. Reimbursement for work performed by your contractor, which is estimated at $1,000, will be made in accordance with the provisions of PPM 30-4 on an actual cost basis. Please be sure to include beginning and completion dates of the work in the bill.

This will confirm our verbal authorization to proceed with the work as of November 8, 1965.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: A. W. Parsons - BPR
F. B. Klaboe
L. H. Young
C. H. Maison
A. E. Johnson
James Don
E. E. Johnston
Jack Hesla

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SEP 13 1966
OFFICE
STATE HIGHWAY

RECEIVED

SEP 14 1966

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

FOR FILE

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-405-8(12) 302

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 9, 1966

08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-405-8(12)302
Northwest Thurman-Southwest Jefferson Section
Pacific Northwest Bell Telephone Company Utility Adjustment

We appreciate being advised of our inadvertent failure to answer Mr. Preston's December 27, 1965 letter supplying information requested in our November 8, 1965 authorization memorandum on the subject adjustment.

We hereby approve the lump sum basis for the portion of the work accomplished by the utility's forces estimated to be $1,002.06. Inasmuch as the company is neither adequately staffed nor equipped to perform a portion of the work, the contract method on actual cost basis is hereby approved at an estimated cost of $1,000.

REFERRED TO
Young - Telford
BY ASST. STATE HWY. ENGR.
9-14-66

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SEP 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 3 - 1966
FOR FILING
I-405-8(12)3&2
6736

May 3, 1966

Wells-Reed-Wood-West Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

Contract No. 6736 awarded to Steelman-Duff, Inc., for clearing the N. W. Thurman Street-S. W. Jefferson Street Section of the Stadium Freeway in Multnomah County was completed on March 29, 1966, and accepted by the Highway Commission on April 29, 1966.

Final payment in the amount of $8,038.25 will be released to the contractor after May 10, 1966. The total contract amount is $171,765.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhs

cc Steelman-Duff, Inc.
1411 N.E. Columbia Boulevard
Portland, Oregon

Great American Insurance Company
2030 Ninth Avenue
Seattle, Washington 98121

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
MAY 2 - 1966
FOR FILING
6136

April 29, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed March 29, 1966, on Contract No. 6736. The contract was with Steelman-Duff, Inc. and was for clearing on the N. W. Thurman Street--N. W. Jefferson Street Section of the Stadium Freeway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 29, 1966, and that you concur in this procedure at the Commission meeting on June 2.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
C. H. Maison
F. D. Morgan
A. E. Johnson

bg

RECEIVED
APR 13 1966

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 6, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on March 29, 1966 on Contract No. 6736, N. W. Thurman St. - S. W. Jefferson St. Section, in Multnomah County, in connection with Federal-Aid Project No. I-405-8(12)302.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Division Oregon Office Endorsement

Date: 4/7/66

Conditions noted on above date:

Project satisfactory.

A. W. Parsons
Division Engineer

By: J. H. Garvin
Acting District Engineer

young 4-13-66

HAS:

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: N.W. Thurman St.- S.W. Jefferson St.		WEEK ENDING: April 1,1966
		SECTION PREFIX: 626-1054
HIGHWAY: Stadium Freeway		COUNTY: Multnomah
NAME OF JOB: N.W. Thurman St.-S.W. Jefferson St.	KIND OF WORK: Clearing	
CONTRACTOR: Steelman-Duff,Inc.	CONTRACT NUMBER: 6736	FEDERAL AID PROJECT NUMBER: I-405-8(12)302
DATE OF CONTRACT: November 4,1965	DATE WORK STARTED: November 22,1965	ESTIMATED COMPLETION DATE: March 29,1966
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 178	WORK DAYS USED CALENDAR DAYS USED 146
PROJECT AUTHORIZATION: $ 192,898.12	SPECIFIED COMPLETION DATE: 3/31/66 & 4/30/66	PERCENT OF TIME ELAPSED: 82%
EXCLUSIVE OF ENGINEERING: $ 179,180.92	ENGINEERING AUTHORIZATION $ 13,717.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 181,677.06	ENGINEERING COST TO DATE $ 12,277.03	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN 1.4 %	PERCENT OF AUTHORIZATION: 90 %	DATE PROJECT WAS COMPLETED: March 29,1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	Building Demo. 100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 0					
HOURS PER SHIFT 0					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	-	-	-	
MONDAY	Fair	0	0	
TUESDAY	Fair	0	0	
WEDNESDAY	Showers	0	0	
THURSDAY	Fair	0	0	
FRIDAY	Fair	0	0	BEN GIFFORD
SATURDAY	-	-	-	

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

Sunday March 27	Contractor completed cleaning up this project.
MONDAY	No Work
TUESDAY	No Work
WEDNESDAY	No Work
THURSDAY	No Work
FRIDAY	No Work
March 26 SATURDAY	Contractor worked 1 loader and one truck cleaning up throughout the project.

REMARKS

Mr. Johnson, Mr. Benedict, Mr. Hardt and myself were over this project Tues. March 29,1966 and the project was approved for acceptance but a final inspection will be made jointly by the Bureau of Public Roads and the Metro office Monday April 4,1966.
Semi final estimate will be sent in as soon as the contractors payrolls are received.
This is the final weekly report on this project.

Routing: Constr. Eng'r (2)
EPR
Div. Eng'r
Files

SIGNED James Don LOCATION
James Don, Resident Engineer Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
FEB 18 1966
FOR FILING
I-405-8(12)302
6736

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15, 1966

SUBJECT: Assignment No. 4364-Edwards
Garbage Hauling
Lower Columbia River Hwy.

To: Mr. Tom Edwards
Assistant State Highway Engineer

4364

L

The subject assignment requested we police garbage hauling on the Lower Columbia River Highway, determine the responsible parties and take appropriate action.

The principal offender seems to be a contractor handling a demolition contract on the Stadium Freeway and has been hauling timber, plasterboard and debris to a burning area.

The person handling the demolition contract has been told to police the loading operation and the State Police have been requested to patrol the area in question until the matter is under control.

E. S. Hunter
Maintenance Engineer

By Dale D. Allen

Dale D. Allen
Maintenance Office Engineer

DDA:ib
Enc.

NOTED
TOM EDWARDS

Copy to Fridley sent 2-17-66

NOTED
VICTOR D. WOLFE

RECEIVED
NOV 23 1965
FOR FILING

Form CO-121 (11-63) (Pres. by A.O. 366-10)

UNITED STATES GOVERNMENT

Memorandum

6736

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 17, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-405-8(12)302
N.W. Thurman St.-S.W. Jefferson St. Section
Clearing

As requested in Mr. Young's letter of November 10, 1965 advising that practically all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of November 4, 1965 in the award of contract No. 6736 to Steelman-Duff, Inc., of Portland, Oregon, low bidder in the amount of $160,265.00 at the November 2, 1965 bid opening.

A finding in the public interest has been made waiving the requirements regarding proper coordination of the utility adjustment involving right of way occupancy and use noted as an exception in your letter.

REFERRED TO
By Asst. State Hwy. Engr.
11-23-65

RECEIVED
NOV 1 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 22 1965
FOR FILING

Form CD-121 (11-63) Orig. by A.O. 202-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 16, 1965

In reply refer to: 08-35.DA-4

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-405-8(12)302, N.W. Thurman St.-S.W. Jefferson St.
City of Portland Water Bureau Utility Adjustment

Our memorandum dated October 11, 1965 approved the P.S. & E. documents for the physical construction phase of the subject project withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by Mr. Litchfield's September 21, 1965 letter, the above-mentioned utility's letter dated October 18, 1965, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated October 28, 1965.

Our program memorandum dated October 7, 1965 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

RECEIVED
NOV 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Asst. State Hwy. Engr.
11-22-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 12 1965
FOR FILING

November 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of November 3, 1965, is requested in the award of contract for the N.W. Thurman St.-S.W. Jefferson St. Section, Project No. I-405-8(12)302.

The contractor receiving the award is Steelman-Duff, Inc., of Portland in the amount of $160,265.00 with the Contract No. 6736 assigned. This bid was received on November 2, 1965, and awarded November 4, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations, with the exception of the following: It is noted in our special provisions that there will be a delay in the access to building No. 25. Approval of this restriction was given in your tentative approval of award of contract and participation in properly approved time extensions will be eligible if delays should occur beyond November 30, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
NOV 10 1965
FOR FILING

Form CO-121 (11-63) (Prec. by A.O. 286-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 8, 1965

In reply refer to: 08-35.2-DA

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-405-8(12)302, N.W. Thurman-S.W. Jefferson Section
Pacific N.W. Bell Telephone Company Utility Adjustment

Our memorandum dated October 11, 1965 approved the P.S. & E. documents for the physical construction phase of the subject project.

We hereby approve the agreement, as evidenced by Mr. Litchfield's September 21, 1965 letter, the above-mentioned utility's letter dated October 27, 1965, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated November 1, 1965.

Our program memorandum dated October 7, 1965 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. However, the payment on a lump sum basis and the use of contract method are not approved until additional details are furnished. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

REFERRED TO
By Asst. State Hwy. Engr.

copy to Young 11-18-65

RECEIVED
NOV 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM 6-185

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NOV 5 - 1965
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OLEAN T. JACKSON CHAIRMAN
MEDFORD
KENNETH J. FOWLEY MEMBER
WASCO
DAVID B. SIMPSON MEMBER
PORTLAND
FLOYD QUERY SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 5, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Steelman-Duff, Inc.
1411 N. E. Columbia Boulevard
Portland, Oregon 97211

Gentlemen:

The State Highway Commission on November 4 awarded to you State Highway Contract No. 6736 for the following project:

Clearing the Northwest Thurman St. - Southwest Jefferson Street Section of Stadium Freeway in Multnomah County.

This award was based on your bid of $160,265.00 which was submitted to the Commission on November 2 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc F. D. Morgan
L. H. Young
C. D. Matthis (SIAC)

RECEIVED
OCT 28 1965
FOR FILING

October 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

N.W. Thurman St.-S.W. Jefferson St.
Project No. I-405-8(12)302

Dear Sir:

We hereby request that the requirement of subparagraph 6e of PPM 21-6.3 relative to the contractor's working restrictions, immediate occupancy and use at the anticipated award date of the contract in connection with Pacific Northwest Bell Telephone Co. work involved in the razing of the building described below be waived as being in the public interest.

The following is a quote from revision letter No. 1:

> "The Pacific Northwest Bell Telephone Co. has a telephone line serving the Franklin Hotel which is attached to building No. 25 which is to be razed under the contract. Until such time as said telephone line is removed from building No. 25 and relocated the contractor shall not perform any work which will interfere with said telephone line in any way. It is anticipated, but not guaranteed, that the telephone line will be relocated by November 30, 1965."

This conflict on the advertising date was not known because the color of the wire and building blended so well it was missed in the first inspection. The estimate and sketch map have been promised from the utility company by October 29, 1965; and in any event, we should have them before award date.

There is urgent need to advance this project to the physical contract stage as construction of the roadway and structures in the area involved are planned for early advertising. It is our opinion that keeping the contractor from this building for a short period will not hamper his completing the project in the prescribed time.

Attached are two copies of sketch map of the area and building involved. This utility work has been included in the revised estimate for the project.

We believe it is to the best interest of all concerned to receive bids for this project November 2, 1965, and not delay razing these buildings any longer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ia

cc: R. L. Porter
F. E. Klaboe
F. D. Morgan
V. G. O'Neil
T. W. Litchfield
R. H. Chase

FORM E-128X SOM 2-65
RECEIVED
OCT 20 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. STADLEMAN, MEMBER
EUGENE
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING
I-405-8(12)302
C756

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
F B KLABOE

October 18, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Supplemental R/W Status Report
For November 2, 1965 Contract Letting

Dear Sir:

1. JEFFERSON ST.-THURMAN ST. SECTION: Clearing

Pacific Northwest Bell Telephone Company has advised us that they own a telephone cable attached to a building located at 1321 S. W. Alder Street. This building is to be removed under this contract and since the above-mentioned cable serves the Franklin Hotel, it will be necessary to relocate the cable. This work is on private property and the estimated cost to the State is $2,000. The estimated date of completion is November 30, 1965, and it is not anticipated that the utility will need to acquire additional right of way.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
cc F. B. Klaboe
C. H. Maison
D. H. Moehring
L. H. Young

RECEIVED
OCT 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 20 1965
FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Klahn Young Wilson 10-20-65

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 11, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-405-8(12)302
N.W. Thurman St.-S.W. Jefferson St. Section
Clearing

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired for occupancy and contractor's use, and further that control of access rights with the possible exceptions of those involved with utilities has been acquired, as indicated in Mr. Oakes' October 7, 1965 report.

You are authorized to proceed with contractor flagging included in your estimate in the amount of $200.00. Authorization to proceed with the utility adjustment is being withheld since the plans and estimate therefor have not been furnished; however, these documents must be furnished prior to our concurrence in award. It should be understood that you may be obligated to the contractor, but Public Roads must, of course, consider that you have certified that the status of these matters is such that delays should not result. Appropriate credits should be made in Public Roads participation for the liquidated damages involved in non-approved time extensions.

Our project review indicated that many buildings have had previous salvage or demolition work accomplished. For those buildings where salvage or demolition was not completed and a deposit was forfeited, Public Roads will expect the deposit credit. Your estimate has an allowance for some salvage. Much salvage work was being accomplished October 8, 1965 and we assume that this work will be completed by advertising time and that the prospective contractors can expect all salvageable material to be available to them and reflect this in their bids. Precautions should be taken to insure this condition.

The plans-in-hand investigation indicated several buildings that still remain in place. Please furnish us with the expected disposition of these buildings prior to bid opening so we may justify that

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

the extent of removal is sufficient to cover the next grading section. We assume that the State's procedure (such as salvage removal, rental, removal by grading contract) is in the best interest of the public and all concerned.

During the Johnson to Montgomery (I-405-8(10)302) demolition contract, negotiations were in progress with city officials to expedite permits and street rentals. If the results of these negotiations have clarified the city requirements and this clarification might materially affect the project bidding we would expect you to explain the requirements to contractors prior to bid opening.

Mr. Young's October 7, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest. Nonconcurrence by other appropriate public recreational or historical resources authorities has not been received. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

RECEIVED
OCT 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 11 1965
FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 206-16)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 7, 1965

In reply refer to: 08-35-EC/710.11

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's September 20 letter has submitted the below five items for inclusion in the subject program, as Stage 2 Construction Phase projects:

Item	Project	Location	Work
420	I-80N-7(18)341	Lime-Malheur Co. Line	Grade, pave
421	I-5-3(71)145	Cabin Creek Rest Area	Rest Area Facilities
422	I-80N-5(19)145	Willow Creek Sec.	Grade, pave
423	I-5-1(60)12	N & S Ashland Interchanges	Illumination
424	I-405-8(12)302	NW Thurman-NW Jefferson	Building removal

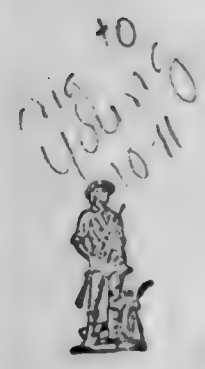
Approval of these projects, subject to the following comments, is effective this date.

On Item 421, I-5-3(71)145 - Cabin Creek Rest Area, participation for reconstruction of the southbound off-ramp will be denied as this ramp was previously constructed with FAI funds.

Compliance with IM 50-2-65 under paragraph B-3 is adequate for Item 424, I-405-8(12)302.

You are authorized to proceed with utility preparatory work on Items 420, 421 and 424.

This program action provides for an aggregate total of 11.7 miles of construction at a total estimated cost of $5,832,600 of which $5,028,000 is reserved as Federal-aid Interstate funds.



REFERRED TO
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
OCT 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
August 20, 1965

SUBJECT: Proposed Clearing Contract
Stadium Freeway
Jefferson Street to Thurman Street

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. D. J. Barbee

Enclosed are two (2) copies of a map indicating buildings to be removed and areas to be cleared of debris for a proposed "second demolition contract" on the Stadium Freeway. Also enclosed is a copy of a print showing the status of all buildings from Jefferson Street to Thurman Street as of August 19, 1965. With each plan we have included a tabulation indicating the status of buildings and areas.

At a meeting some weeks ago held in the City Engineer's Office relative to difficulties pertaining to our contractor obtaining permits, it was indicated that it would be most desirable to have a second meeting between Highway personnel, the City Engineer's Office and the City Permit Office prior to another contract of this type. It would be desirable to have someone from the Salem Construction Office attend this meeting. I would propose to arrange such a meeting in the near future and with your concurrence, will do so.

In our last contract, difficulty was encountered by our contractor in obtaining permits for individual buildings and it is hoped that much of this could be eliminated in a future contract. There are no such problems involved in building clearances when the buildings are included as a part of a grading contractor's obligation. It is believed that much of the difficulty is because the term "building demolition" is associated with individual building removal by owners or developers. Mr. H. V. Jackson in the local Right of Way office handling property management, has suggested that we eliminate the term "building demolition" in our

coming contract and refer only to a "highway clearing" contract. This may be a fine point, but I believe that this would eliminate some of our problems and I would recommend that this be called a "highway clearing" contract rather than a "building demolition" contract.

Property Management has sold, for salvage, etc., buildings in the vicinity of N. W. 21st and Thurman Streets, which area now is covered with considerable debris. Mr. Jackson has indicated that if he is not successful in getting the salvager to clean up this debris, they would declare his disposition forfeited and include this area in the forthcoming contract. This should be known in the near future and we will advise if this is to be added.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh

Enclosures

cc Mr. F. B. Klaboe
Mr. J. J. Smith

RECEIVED
AUG 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

SU-252(4) Orchard Heights Road-Tayvin 1965
Road Sec., Salem-Dayton Hwy.
#6737 (Roadside improvement)

RECEIVED
NOV 16 1966
FOR FILING

SU-352 (4)
6737

November 16, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6737 awarded to Knight Pearcy for roadside improvement on Orchard Heights Road-Taybin Road Section of the Salem-Dayton Highway in Polk County was completed on June 21, 1966, and accepted by the Highway Commission on November 15, 1966.

Final payment in the amount of $785.22 will be released to the contractor after November 23, 1966. The total contract amount is $9,786.32 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Knight Pearcy
P.O. Box 12
Salem, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
NOV 16 1966
FOR FILING

EW 2-3 (4)
67-1

November 15, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed June 21, 1966, on Contract No. 6737. The contract was with Knight Pearcy and was for roadside improvement along the Orchard Heights Road-Taybin Road Section of the Salem-Dayton Highway in Polk County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 15, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Orchard Heights Rd.- Taybin Rd.		WEEK ENDING: June 24, 1966
		SECTION PREFIX: 127-1073
HIGHWAY: Salem - Dayton		COUNTY: Polk
NAME OF JOB: Orchard Heights Rd. - Taybin Rd.	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Knight Pearcy	CONTRACT NUMBER: 6757- 6737	FEDERAL AID PROJECT NUMBER: SU-252 (4)
DATE OF CONTRACT: November 4, 1965	DATE WORK STARTED: November 10, 1965	ESTIMATED COMPLETION DATE: June 30, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 12,586.53	SPECIFIED COMPLETION DATE: June 30, 1966	PERCENT OF TIME ELAPSED: 94
EXCLUSIVE OF ENGINEERING: 11,505.71	ENGINEERING AUTHORIZATION $ 880.82	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 11,505.71	ENGINEERING COST TO DATE $ 1,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 113%	DATE PROJECT WAS COMPLETED: 6-21-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			Landscaping GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.20				
MILES PARTIALLY COMPLETED			0.20				
MILES COMPLETED			0.20				
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy			
FRIDAY	Cloudy			
SATURDAY				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No Work
TUESDAY	Project completed. Establishment period begins today
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed & establishment period begins June 22, 1966

SIGNED [signature] LOCATION McMinnville

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
MAY 10 1966
FOR FILING

SU-252(4)

6737

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1966

SUBJECT: Orchard Heights-Tabin Rd
Landscaping Project
West Salem

To: Mr. E. A. Meola
Green Thumb Coordinator
OFFICE

703 K

L

On discussing this project with Mr. Klaboe, it was agreed this would be a good job for "Green Thumb" forces.

← None available per Joe Hay

If Ivy is obtainable from the Correctional Institute, I recommend its use. Otherwise, use the State Hybrid Kinnikinnick.

This bank is now covered under a construction easement. A planting easement should be obtained and additional topsoil will be necessary in which to plant.

Copy of Mr. Klaboe's letter of May 2 is attached.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

NOTED
F. B. KLABOE

RECEIVED
MAY 1966
OFFICE OF
STATE HIGHWAY ENGINEER

cc: F. B. Klaboe
F. D. Morgan
R. D. Asburry

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
DEC 1/2965

MONTHLY TRANSACTION NO.

PROJECT REPORT NO. (4)

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

11-29-65

STATE: Oregon

COUNTY: Polk

PROJECT NO.: SU-252(4)

6737

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Orchard Heights Road-Taybin Road Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-8-65	0.00
OTHER (Specify)		

FUNDS E.O. Date 6-3-45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 12,111.00	$ 7,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Nelson

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By XX A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 29 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. SU-252(4)

ORCHARD HEIGHTS ROAD - TAYBIN ROAD SECTION OF THE

SALEM-DAYTON HIGHWAY IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 10, 1965

Type Code Y005
Roadside Improvement (Sta. 28+00 to Sta. 38+20)(Contract No. 6737)

Furnishing and Planting Trees	30 only	$ 10.00	$ 300.00
Furnishing and Planting Shrubs (Warminster Broom)	44 only	3.45	151.80
Furnishing and Planting Shrubs (Rhododendrons & Azaleas)	390 only	6.25	2,437.50
Furnishing and Planting Vines	7,340 only	.45	3,303.00
Inorganic Fertilizer, 10-16-8	1 cwt.	5.00	5.00
Inorganic Fertilizer, 16-20-0	2 cwt.	6.50	13.00
Rhododendron Fertilizer, 8-10-8	6 cwt.	14.00	84.00
Manure Fertilizer	65 cu.yd.	9.00	585.00
Sawdust	36 unit	12.00	432.00
Bark Mulch	0.70 acre	765.00	535.50
1/2-inch Water Pipe	315 lin.ft.	0.48	151.20
3/4-inch Water Pipe	630 lin.ft.	0.50	315.00
1-inch Water Pipe	680 lin.ft.	0.54	367.20
1¼-inch Water Pipe	640 lin.ft.	0.59	377.60
1½-inch Water Pipe	125 lin.ft.	0.69	86.25
2-inch Water Pipe	280 lin.ft.	0.98	274.40
2½-inch Water Pipe	400 lin.ft.	1.30	520.00
1/2-inch Steel Water Pipe	260 lin.ft.	0.37	96.20
2-inch Gate Valves	1 only	39.10	39.10
2½-inch Gate Valves	1 only	55.00	55.00
2-inch Manual Section Valves	10 only	29.50	295.00
1/2-inch Manual Drain Valves	20 only	8.20	164.00
Shrubbery Sprinkler Heads	175 only	1.30	227.50
			$10,815.25

Flagging (57½% of Contractor's Cost)	All Required	$ 50.00
Water Meters	All Required	145.00
		$ 195.00
	Subtotal	$11,010.25
	10% Engr. & Cont.	1,100.75
	Total	$12,111.00

Length of Project - - - - - - - - - - - - - 0.00 mile

Federal Funds - - - - - - - - - - - - -

RECEIVED
NOV 5 - 1965
COMMISSIONERS
FOR FILING

GLENN JACKSON, CHAIRMAN
REDMOND
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 5, 1965

6737

Mr. Knight Pearcy
P.O. Box 12
Salem, Oregon

Dear Mr. Pearcy:

The State Highway Commission on November 4 awarded to you State Highway Contract No. 6737 for the following project:

Roadside improvement on the Orchard Heights Road-Taybin Road Section of Salem-Dayton Highway in Polk County.

This award was based on your bid of $10,815.25 which was submitted to the Commission on November 2 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhs
cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
Mark Astrup

RECEIVED
OCT 14 1965
FOR FILING

SU-252(4)

6737

September 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

SU-252(4)

We are submitting program data for one roadside improvement project, Item 9L2, Project ~~S-952(4)~~, Orchard Heights Road-Fabin Road Section (Salem) which we desire to have included in the Federal-Aid Secondary Highway Program.

This project has been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-Aid Act.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

SEC:ter

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 21

	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE	YEAR
CARD 2	1 (19) (20)	SR 221 Salem City Limits N.0.19 mile 21 65	**ADT**	8,000	16,000 (66) (70)	85 (71)

	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH.
CARD 3	Roadside Improvement 28 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74)

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Secondary	Po
	NAME OF URBAN AREA (75-81)	ROUTE NO. S / FEDERAL-AID 1

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
1	(14-15)	(16)	51	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					**PE**		SR 221 Salem City Limits N. 0.19 mile (Orchard Heights Rd. - ~~Tobin~~ Road Section) *Taybin*			
5					**ROW**					
5					**CONST** (CODE)			0.00	15,000	9,000
								0.00	15,000	9,000

CARD	CODE	PREPARED BY	PROJECT TOTALS
1	1		
1	14	PROGRAM APPROVAL DATES	(16) (23) (24)

Projects S-SU-252(2
plantings and the i
Assistance to displ

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		8,000 (66)	16,000 (70)	85 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	942 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only: POST MI.	DESIG.
(68)	(69)	(70) (71)	(72) (73)	(74) (75)	S4- 14 23	252(4) 7 13		(24) (26)	27

COUNTY NAME: Polk — CODE: 053 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 116 (32) — STATE: 150 (36) (37) — U.S. (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			
					Roadside improvement. (Planting trees, shrubs and vines., installation of irrigation system.)
					ROW - 80' min.; access control - partial; parking restrictions - complete.
0.00	15,000	9,000	6,000		
0.00	15,000	9,000	6,000		
(16)	(23) (24)	(39)			

REMARKS: Additional Data - Items 880 and 914, Projects S-SU-252(2) and S-SU-252(3). The major portion of the proposed plantings and the irrigation system is on the west side of the highway. Assistance to displaced persons - none involved.

USCOMM DUSCOMM-DC 48905-P61

I-80N-3 (47,95 #6738 — Celilo-Rufus Sec., Columbia R. Hwy. (Grad., pav., struc. and signing) 1966 Folder # 2

RR 563

RR 640

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MAR 1 0 70
FOR FILING

OREGON STATE HIGHWAY DIVISION

I-80N-3(11)95

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

6135

March 12, 1970

Mr. R. M. Brown, Chief Engineer
Union Pacific Railroad Company
1416 Dodge Street
Omaha, Nebraska 68102

Dear Mr. Brown:

Your File: E-2064-5

As requested in your March 6 letter, enclosed is a listing of state highway grade separation structures with the Union Pacific Railroad tracks that were completed during the calendar years 1967 and 1968.

The two projects, I-80N-3(13)95 and I-80N-3(16)81, which your records show as completed in 1967 are preliminary engineering projects and therefore would not reflect the construction cost of structures.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
Deputy State Highway Engineer

Enc.

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
L. H. Young

HIGHWAY-U.P.R.R. GRADE SEPARATION STRUCTURES

COMPLETED BY THE OREGON STATE HIGHWAY DIVISION IN CALENDAR YEARS 1967 AND 1968

Hwy.	Project	Federal-Aid Project No.	Cost Distribution State	Federal	Other	Total	Remarks	Date Complet
I-80N	Oxman-Bubbs Ranch #6729	I-80N-7(15)320	$43,762	$523,800	$ -	$567,562*	Twin Overcrossings over U.P.R.R.	6-14-67
I-80N	Stanfield Jct.-Pendleton #7087	I-80N-5(28)187	49,322	586,900	-	636,222*	Twin Overcrossings over UPRR and Umatilla Riv.	12-28-6
I-80N	Celilo-Rufus #6738	I-80N-3(47)95	40,543	464,837	-	505,380	Twin Overcrossings over U.P.R.R.	3-16-67

*Estimate (not final cost).

VAB:ia
3-11-70

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

ENGINEERING DEPARTMENT
1416 DODGE STREET
OMAHA, NEBRASKA 68102

10017

R. M. BROWN
CHIEF ENGINEER

J. M. BATES, ASSISTANT TO CHIEF ENGINEER
F. G. SCHURMAN, ASSISTANT CHIEF ENGINEER-STAFF
W. E. DOWLING, SYSTEM BRIDGE ENGINEER
H. B. DURRANT, CONSTRUCTION ENGINEER
H. H. SCHMIDT, STRUCTURAL ENGINEER

E. A. KRAUSE, GENERAL SIGNAL ENGINEER
R. J. MARTENS, GENERAL ARCHITECT
R. J. BERTI, ELECTRICAL ENGINEER
J. C. ROBERTS, FIRE & SANITARY ENGINEER
V. L. EMAL, GENERAL SUPERVISOR WORK EQUIPMENT

REFERRED TO
Adams
BY SECRETARY

March 6, 1970

B-2064-5

REFERRED TO
Young
BY DEPUTY STATE
Draft please

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Gentlemen:

The Association of American Railroads is cooperating with the Department of Transportation, the Federal Railroad Administration and the Federal Highway Administration in a number of studies relative to Highway-Railroad crossings.

In this connection, we have been requested to furnish information as to number and cost of highway-railroad grade separation structures completed during the calendar years 1967 and 1968.

This information is to indicate if project is a Federal Aid or Non-Federal Aid Project, the total cost and the Railroad cost.

We do not have this information available and would appreciate your furnishing it for the following projects which according to our records were completed in 1967. If available please furnish the total cost and distribution between Federal, State, County, City and Railroad.

State Project No. I-80N-3(16)81, Highway I-80 over-pass at our M.P. 95.13 near Oregon Trunk Jct.
State Project No. I-80N-3(13)95, Highway I-80 over-pass at our M.P. 108.49 near Rufus

NOTED
R. W. ELLISON

RECEIVED
MAR 10 1970
PROGRAM & PLANNING
DIVISION

If you have record of any additional grade separation structures over Union Pacific (O.W.R.& N.Co.) tracks completed during 1967 or 1968, we will appreciate your furnishing information for them also.

Yours very truly,

K. M. Harms.

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 9 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 16 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

I-80N-3(47)95
6738

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

July 9, 1969

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Service Road Easement
Celilo-Rufus Section
Sherman & Wasco Counties
Project No. I-80N-3 (47) 95
R/W Files 32689 and 35864
YOUR FILE: D 315-2-96

Gentlemen:

This is in reply to your letter of March 26, 1969, inquiring if the State is now ready to complete the above captioned transaction.

We are in the process of drafting a document patterned after the draft of the supplemental agreement submitted to us with your letter of February 28, 1966. This will be in the form of a permit rather than an easement since we are attempting to resolve this issue between the Corps of Engineers and the Bureau of Public Roads without the necessity of going to their respective Washington, D. C. offices for approval. I am advised that the issuance of a permit of this type can be done with local authority whereas an easement must receive Washington office approval.

This document, when prepared, will be sent to you by our Right of Way Section.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
cc: F. B. Klaboe (w/copy of UPRR letter)
L. H. Young "
V. E. Skoog "
D. H. Moehring "
J. F. Putnam "
E. S. Scrivner "
J. L. Sollis "
F. W. Sugnet "

RECEIVED
JUL 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

MARCH 26, 1969

File ref. D 315 - 2 - 96

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Celilo - Rufus Section, Columbia River Highway
Sherman and Wasco Counties, Project I-80N-3(47)95
Right of Way Files 32689 and 35864

Kindly refer to your letter of August 12, 1968 relating to Railroad's request for a roadway easement over the above-captioned section of Interstate Highway 80N right of way.

Will you please advise whether the State is now in a position to complete this transaction?

Yours very truly,

W. G. Johnson

Routing

Morgan
Decker
Bond
Walker
Boehme
Skinner

RECEIVED
MAR 28 1969
CONSTRUCTION DIVISION

Peats
Swan
Glenn
Litchfield
NOTED
J. M. CASTWRIGHT

Copy to DH Moehring

RECEIVED
JUN 1 - 1969

I-5(1)-27

MEMO TO FILES: 6/23/69

Abandonment Proposal
Biggs Junction-Rufus Section
Sherman County

The matter of possible transfer of the old highway section between Biggs Junction and Rufus to Sherman County and the City of Rufus has again been reviewed.

Sherman County, through Judge Miller, indicates that they probably will never accept the old highway on their system - particularly while the present commissioners are in office.

Mayor McDonald of the City of Rufus stated that he was unaware of the proposal by former Mayor Bob Davis for the City to accept the old highway, but would discuss it at their next Council meeting which is to be held July 7. He further stated that the former mayor had many other proposals for the City but had not discussed them with other members of the Council. Mayor McDonald, however, is not a former Council member.

DMS Hamilton, The Dalles, recommends not transferring the property to the east of the City for dump purposes. He believes it is inadequate for this purpose since all of northern Sherman County would likely want to use it also. He further states that we are using it for refuse from the park at the Deschutes River and keeping it locked.

Our Legal and Right of Way people are clearing some of the obstacles - such as access control - with the Corps on this section and hope to have them resolved by this fall. School buses are using this old highway regularly, as are commercial buses on occasion, along with general use by other vehicles.

It appears that until such time as this old highway and our responsibility with the Railroad people are transferred to the County and/or City, if they will accept, that this matter should be shelved or placed on periodic bring-up on a 6 month or yearly basis unless the City is interested at their July 7 meeting.

P. B. Arensmeier
Abandonment Engineer
County-City Division

NOTE
F. B. KLAHN

PBA:eb

B/up 1 year
cc Arensmeier - ext 6-24-69
SK

Bill 6-24
6-9

MEMO TO FILES: 12/17/68

H. S. COX

RECEIVED
JAN 15 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Abandonment Proposal
Biggs-Rufus Section
Sherman County

The matter of possible abandonment of the old highway section between Biggs and Rufus has again been ~~revised~~ reviewed for a bring-up on this date.

According to an agreement on April 14, 1961, the State has an obligation with the OWR&N Company, and its lessee, the UP Railroad Company, to "keep and maintain the present Columbia River Highway between approximate railroad Engineer's Stations 3010+00 at Celilo and 3670+00 at Rufus in suitable condition and repair for use as a service road."

There is under consideration, at this time, the possibility of an exchange of property to permit the railroad access on the northerly side of their trackage for maintenance in this section which may release our obligation as above quoted.

In addition, our Legal Department is conferring with the Army Engineers in regard to highway right of way in The Dalles Dam project which includes the area from Biggs to Rufus. The State does not, at this time, have clear title to the right of way in question.

It appears, therefore, that the disposal of this old section of highway should be periodically reviewed since at the present time it is not clear for disposal.

That portion of old highway immediately east of the City of Rufus, which the City was considering for access to a disposal dump, appears to be clear for abandonment. However, there is a legal question as to a city accepting old right of way outside of their limits. This will be determined along with further contact with the new city officials sometime after the first of the year, since Mayor Bob Davis and some of the city council will be replaced, to determine if they are still interested in Mayor Davis' proposal. The borrow area they hoped to utilize for the disposal dump is likewise still owned by the army, and is eventually to be granted to the State.

It is suggested that this matter be put on bring-up again in about June of 1969.

Bring up

P. B. Arensmeier
Mapping and Records Engineer
County and City Division

PBA:eb

cc F. B. Klaboe — J.F. Putnam
Bob Hamilton
Earl Saling

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
BOB HAMILTON

RECEIVED
APR 5 - 1968

FOR
I 811-3(47)75

6738

April 5, 1968

The Fidelity and Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco, California 94111

Gentlemen:

A post-final payment for $17,716.76 will be made to Rogers Construction Company on Contract No. 6738 for grading, paving, structures, and signing on the Celilo-Rufus Section of the Columbia River Highway in Sherman and Wasco Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $3,724,177.34 including the post-final payment. Of the total $11,588.30 is for force account work.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon 97220

Pallett, Fisher & Carlo, Inc.
1010 Wilcox Building
Portland, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
APR 8 - 1968
FOR FILING

General Files

I-111-3(17)15

6738

April 5, 1968

Rogers Construction Company
Post Office Box 16537
Portland, Oregon 97216

Gentlemen:

We are enclosing for your signature the post final vouchers on Contracts 6738 and 6514. You will note that Contract 6738 is for $17,716.76 which represents the balance of the $20,000.00 withheld for railroad protective costs and the $3,698.79 final claim settlement after deducting the $5,982.03 for protective costs. Please disregard our letter of March 28, 1968, on this contract as it was in error.

Contract 6514, Big Eddy-Celilo, balance is a credit of $1,631.49 due the State for railroad protective costs. We have previously billed you for this amount on our Invoice 96564. Please return that amount with the signed vouchers, or if you wish, we will deduct that amount from the $17,716.76 due you on Contract 6738.

In addition, we are enclosing for your signature two copies of the Public Works Contractor Wage Certification for each contract. The contractor's copy of the post final estimates should be retained for your records.

Very truly yours,

C. H. Nelson
Controller

CHN:bg
Enclosures

cc: L. W. Young
Clare Palmer

COMMISSIONERS
L. JACKSON, CHAIRMAN
...FORD
O B. SIMPSON, MEMBER
...ORTLAND
ED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 28, 1968

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

On May 11, 1967, the final estimate was paid to you on contract 6738, Celilo-Rufus. $20,000.00 was withheld to cover anticipated railroad costs. The final Union Pacific bill has been received and audited. Your share of the protective costs was as follows:

THIS WAS ERRONEOUS! NO AMOUNT WAS WITHHELD FROM FINAL ESTIMATE

Total Union Pacific Costs	$5,982.03
Total Oregon Trunk Costs	938.68
Total	$6,920.71
Less Amount Paid to UPRR	~~1,077.39~~
Less Amount Paid to OTR	938.68
	5982.03
Balance Due	~~$4,904.64~~

The ~~$4,904.64~~ has been deducted from the $20,000.00 retent leaving a balance of ~~$15,095.36~~, which is in the process of being refunded to you at this time. 14,017.97

On December 2, 1966, $2,000.00 was withheld from the final payment on Big Eddy-Celilo, contract 6514. Total railroad protective costs were as follows:

Total Union Pacific Costs	$25,214.63
Total Oregon Trunk Costs	12,453.06
Total	$37,667.69
Less Amount Paid UPRR	21,454.62
Less Amount Paid OTR	12,531.58
	$ 3,681.49
Less Amount Withheld	2,000.00
Balance Due the State as Shown on the Attached Invoice	$ 1,681.49

Very truly yours,

C. H. Maison
Controller

JJ:sr
cc Mr. Wilson

Monthly transaction number 3-38	FORM R-2A (REV. 6-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 24-7) 3-78-68	County Wasco & Sherman
Modification number 2		Project number I-80N-3(47)95

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 8, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,251,233	$ 4,087,536
Federal funds	$ 3,889,000.00	$ 3,739,000.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to reflect decrease due to reduction in final bid quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 28 day of March, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

~~Assistant~~ State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By _____
(Division Engineer)
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(47)95

CELILO-RUFUS SECTION OF THE COLUMBIA

RIVER HIGHWAY IN WASCO AND SHERMAN COUNTIES

(Revised estimate as a basis for modification of project agreement. Based on revised bid items quantities.)

Salem, Oregon, March 1,1968

Type Code 6201
Roadway (Sta. 80+00 thru, Equ. 715+28.95=69+51.32 to Sta. 187+37.00)(Contract 6738)

Subtotal on previous estimate dated June 9, 1966			$3,039,931.93
Previous Estimate			
Ditch Excavation, Unclassified	4,260 cu.yd.	$3.00	$ 12,780.00
Embankment in Place	1,217,000 cu.yd.	0.55	669,350.00
Plant-Mix Stone Base	350,000 ton	1.45	507,500.00
Bituminous Base Mixture	83,000 ton	3.30	240,900.00
Median Barrier	50,000 lin.ft.	3.60	180,000.00
			$1,610,530.00
Revised Estimate			
Ditch Excavation, Unclassified	1,840 cu.yd.	$3.00	$ 5,520.00
Embankment in Place	1,044,770 cu.yd.	0.55	574,623.50
Plant-Mixture	340,300 ton	2.46	493,290.00
Bituminous Base Mixture	67,370 ton	3.30	222,321.00
Median Barrier	46,100 lin.ft.	3.60	165,960.00
			$1,461,714.50
	Net Decrease		$ 148,815.50
	Subtotal		$2,891,116.43
	10% Engr. & Cont.		289,111.57
	Total		$3,180,228.00

Structures

Total on previous estimate dated June 9, 1966		$ 907,308.00
Length of Roadway - - - - - - - - - - - -	13.934 miles	
Length of Structures (4) - - - - - - - -	0.182 mile (exceptions)	
Length of Structures (3) - - - - - - - -	0.145 mile	
Total	14.262 miles	
Cost of Roadway per mile - - - - - - - - -	$228,235.11	

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,180,228.00	$2,903,000.00	$277,228.00
Structures	907,308.00	836,000.00	71,308.00
Total	$4,087,536.00	$3,739,000.00	$348,536.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 329, Laws 1939.

State Funds for Maint.: Chap. 329, Laws 1939.

Prefix: 633-1094

STATE COPY

6/20/66 A

Monthly transaction number	FORM PR-2A (8-31-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
6-124		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County: Wasco & Sherman
RECEIVED JUN 23 1966		Project number: I-80N-3(47)95

FOR FILING

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 8, 1965,

I-80N-3(47)95

is hereby modified as follows:

67-5

Revised estimated total cost of project $ 4,251,233

Revised Federal funds $ 3,889,000.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20th day of June, 1966.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

xBy A. W. Parsons
(Division Engineer)

By L. R. Backlund

L. R. Backlund, Administrative Manager

USCOMM-DC 6120-P68

Oregon State Highway Department

Federal Aid
Project No. I-8081-3(47)95

CELILO-RUFUS SECTION OF THE COLUMBIA

RIVER HIGHWAY IN WASCO AND SHERMAN COUNTIES

(Revised estimate as a basis for modification of project agreement. Based on low bid prices. This estimate revised to include work by Union Pacific Railroad.)

Salem, Oregon, June 9, 1966

Roadway
Type Code 6201
(Sta. 80+00 thru Equ. 715 28.95 = 69+51.32 to Sta. 187+37.00)(Contract No. 6738)

Clearing and Grubbing	All Required		$ 98,000.00
Ditch Excavation, Unclassified	4,260 cu.yd.	$ 3.00	12,780.00
Embankment in Place	1,217,000 cu.yd.	0.55	669,350.00
Extra for Selected Subgrade Material	47,800 cu.yd.	0.60	28,680.00
Extra for Selected Rock Embankment Material	3,900 cu.yd.	1.50	5,850.00
Extra for Stone Blanket Material	1,370 cu.yd.	1.50	2,055.00
Finishing Roadbed and Slopes	All Required		2,500.00
Trench Excavation	1,840 cu.yd.	3.00	5,520.00
Special Backfill in Drains	180 cu.yd.	8.00	1,440.00
Watering	12,260 M-gal.	1.75	21,455.00
Obliteration of Roadway	4 sta.	50.00	200.00
Preparation of Old Roadway	All Required		5,000.00
3/4" - 0 Material in Base	38,000 ton	1.45	55,100.00
3/4" - 0 Aggregate in Prime Coat	3,600 cu.yd.	3.50	12,600.00
RC-250 Asphalt in Prime Coat	550 ton	44.00	24,200.00
Plant-Mix Stone Base	350,000 ton	1.45	507,500.00
Bituminous Base Mixture	73,000 ton	3.30	240,900.00
Asphalt in Bituminous Base Mixture	3,300 ton	33.00	108,900.00
Class "B" Asphalt Concrete Mixture	112,000 ton	3.35	375,200.00
Asphalt Cement in Mixture	6,200 ton	33.00	204,600.00
Loose Riprap	4,400 cu.yd.	2.50	11,000.00
12-inch Culvert Pipe	370 lin.ft.	2.50	925.00
15-inch Culvert Pipe	540 lin.ft.	3.10	1,674.00
18-inch Culvert Pipe	1,400 lin.ft.	3.80	5,320.00
24-inch Culvert Pipe	690 lin.ft.	5.75	3,967.50
36-inch Culvert Pipe	240 lin.ft.	10.50	2,520.00
48-inch Culvert Pipe	560 lin.ft.	14.25	7,980.00
8-inch Drain Pipe	40 lin.ft.	2.00	80.00
10-inch Drain Pipe	610 lin.ft.	2.30	1,403.00
18-inch Culvert End Sections	16 only	25.00	400.00
24-inch Culvert End Sections	2 only	35.00	70.00
36-inch Culvert End Sections	1 only	100.00	100.00
Concrete Manholes	2 only	500.00	1,000.00
Concrete Inlets, Type G-1	2 only	125.00	250.00
Concrete Inlets, Type G-2M	4 only	125.00	500.00
Corrugated Metal Catch Inlets	1 only	75.00	75.00

Concrete Curbs	24	cu.yd.	$ 50.00	$ 1,200.00
A.C. Concrete Curbs	1,800	lin.ft.	0.75	1,350.00
Guide Posts, Y-1	760	only	6.50	4,940.00
Guide Posts, Y-2	220	only	7.50	1,650.00
Guide Posts, Y-3	6	only	10.00	60.00
Guard Rail	110,000	lin.ft.	2.30	253,000.00
Median Barrier	50,000	lin.ft.	3.60	180,000.00
Type 2 Barricade	550	lin.ft.	3.00	1,650.00
Rail End Pieces	100	only	5.00	500.00
Guard Rail Blocks	15,000	only	1.50	22,500.00
Extra Guard Rail Posts	250	only	10.00	2,500.00
Salvaging Guard Rail	350	lin.ft.	1.00	350.00
Salvaging Type 1 Barricade	225	lin.ft.	1.00	225.00
Salvaging Type 2 Barricade	550	lin.ft.	1.00	550.00
Guard Rail-Salvaged Guard Rail	350	lin.ft.	1.00	350.00
Guard Rail-Salvaged Type 1 Barricade	225	lin.ft.	1.00	225.00
Guard Rail-Salvaged Type 2 Barricade	550	lin.ft.	1.00	550.00
Type 1 Fence	2,100	rod	6.25	13,125.00
Type 2 Fence	46	rod	8.00	368.00
Roadside Seeding	44	acre	105.00	4,620.00
Roadside Mulching	14	acre	200.00	2,800.00
Grass Seed, Crested Wheatgrass	440	lb.	0.80	352.00
Grass Seed, Hard Fescue	220	lb.	0.60	132.00
Grass Seed, Big Sherman Bluegrass	220	lb.	0.70	154.00
Fertilizer, 10-16-8	180	cwt.	8.00	1,440.00
Furnishing Field Laboratory Building	All Required			800.00

Signing

Sign Support Footings	All Required			7,500.00
Pipe Sign Posts	All Required			9,000.00
Single Sign Support	All Required			11,500.00
Double Sign Support	All Required			5,500.00
Triple Sign Support	All Required			2,100.00
Structure Mount	All Required			300.00
Painted Wood Sign Posts	All Required			3,000.00
Type "A" and "B" Signs in Place	3,995	sq.ft.	6.75	26,966.25
Type "C", "D" and "R" Signs in Place	1,334	sq.ft.	3.40	4,535.60
Type "E", "F" and "G" Signs in Place	395	sq.ft.	4.00	1,580.00
Type "P" Signs in Place	14	sq.ft.	5.50	77.00
				$2,986,544.35
Flagging (57½ of contractor's cost)	All Required			5,000.00
Tack Coat	All Required			100.00
				5,100.00

Utilities

Work by Pacific Power & Light (Lump Sum)	All Required	$	1,667.58
			1,667.58

Railroad

R.R. Protection, Union Pacific	All Required	$	16,000.00
R.R. Protection, Oregon Trunk	All Required		300.00
Work by Union Pacific (communication lines)	All Required		30,320.00
			46,620.00

Subtotal			$3,039,931.93
10% Engr. & Cont.			303,993.07
Total			$3,343,925.00

Structures
Type Code X081
(#9232 and 9232A)(Girkling Canyon Creek Bridges)("Le" Sta. 123+28 to Sta. 125+18)

Shoring and Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	1,000 cu.yd.	6.00	6,000.00
Structural Excavation Below Elevation Shown	100 cu.yd.	10.00	1,000.00
Furnish 10 BP 42 Steel Piling	4,320 lin.ft.	4.00	17,280.00
Drive Steel Piles	125 only	60.00	7,500.00
Splice Steel Piles	30 only	40.00	1,200.00
Class "A" Concrete (1,197 cu.yd.)	All Required		96,000.00
60' to 65' Type 3 Prestressed Beams	47 only	1,200.00	56,400.00
Metal Reinforcement (244,200 lbs.)	All Required		32,000.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	60 lin.ft.	4.00	240.00
			$ 227,620.00

Type Code X220
(9225 and 9225A)(Rufus Interchange O'xing)(Sta. 132+72.50 to Sta. 133+97.50)

Shoring and Cribbing, etc.	All Required		$ 6,000.00
Structural Excavation	310 cu.yd.	5.00	1,550.00
Structural Excavation Below Elevation Shown	30 cu.yd.	10.00	300.00
Furnish 10 BP 42 Steel Piling	3,080 lin.ft.	4.00	12,320.00
Drive Steel Piles	72 only	70.00	5,040.00
Splice Steel Piles	18 only	40.00	720.00
Class "A" Concrete (810 cu.yd.)	All Required		61,500.00
Metal Reinforcement (172,300 lbs.)	All Required		22,500.00
Preparation of Slopes	660 sq.yd.	2.00	1,320.00
Concrete Slab Riprap	660 sq.yd.	10.00	6,600.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	90 lin.ft.	4.00	360.00
			$ 118,210.00

Type Code X131
(9213 and 9213A)(Rufus UPRR O'xing)("Le" Sta. 82+62.8 to Sta. 87+12.8)

Shoring and Cribbing, etc.	All Required		$ 20,000.00
Structural Excavation	1,000 cu.yd.	5.00	5,000.00
Structural Excavation Below Elevation Shown	100 cu.yd.	10.00	1,000.00
Furnish 10 BP 42 Steel Piling	12,870 lin.ft.	4.00	51,480.00

Furnish 12 BP 53 Steel Piling	1,020 lin.ft.	$ 5.00	$ 5,100.00
Drive Steel Piles	257 only	60.00	15,420.00
Splice Steel Piles	60 only	40.00	2,400.00
Class "A" Concrete (2,010 cu.yd.)	All Required		170,000.00
Metal Reinforcement (437,400 lbs.)	All Required		56,000.00
Structural Steel (Carbon 69,000 lbs.) (Low Alloy 365,000 lbs.)	All Required		135,000.00
Metal Parapet Railing	1,808 lin.ft.	7.00	12,656.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	260 lin.ft.	4.00	1,040.00
6-inch Standard Steel Pipe	300 lin.ft.	13.00	3,900.00
			$ 478,996.00
Subtotal			824,826.00
10% Engr. & Cont.			82,482.00
Total			$ 907,308.00

Length of Roadway	13.934 miles
Length of Structures (4)	0.183 mile (exceptions)
Length of Structures (3)	0.145 mile
Total	14.262 miles
Cost of Roadway per mile	$239,983.13

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,343,925.00	$3,053,000.00	$290,925.00
Structures	907,308.00	836,000.00	71,308.00
Total	$4,251,233.00	$3,889,000.00	$362,233.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

CELILO-RUFUS SECTION

PROJECT NO. I-80N-3(47)95

Work by Pacific Power and Light Co.

Installation	$ 1,248.53	
Removal Costs	342.04	
Related Expense	482.01	
Subtotal	$ 2,072.58	
Salvage	(405.00)	
Total Cost (Lump Sum Agreement)		$ 1,667.58

Work by Union Pacific Railroad Co.
Railroad Protection Costs

1 Engineer Inspector for 10 Months
2 Man Flagging Crew for 1 Month

		Headquarters
Engineer Inspector	$730.00 Per Mo.	Portland
Section Foreman	2.85 Per Hr.	Biggs
Section Laborer	2.46 Per Hr.	Biggs

Overtime of one hour per day for Foreman and Laborer.

Personal Expense & Equipment Rental (approx.) $22.00 per day for Inspector.

Engineer Inspector	10 Mo. @ $730.00	$ 7,300.00
Pay Roll Additives	30%	2,190.00
		$ 9,490.00
Expenses	10 Mo. = 220 Days; 220x$22.00	$ 4,840.00
	Total Inspector Cost	$14,330.00

Section Foreman and Section Laborer

168 Hrs. @ $5.31	$ 892.08
Overtime 21 Hrs. @ $7.965	167.27
Pay Roll Additives 30%	317.81
Total Flagging Cost	$ 1,377.16
Total Protection Cost	$15,707.16

State will pay up to $16,000.00

Use $16,000.00

Work by Oregon Trunk Railroad
Railroad Protection Cost

2 Men One Week

Section Foreman @ $452.00 Per Mo.; $21.52 Per Day
Section Laborer @ 2.36 Per Hr.; 18.88 Per Day
Headquarters - Wishram, Washington

2 Men for One Week

One Section Foreman	$21.52	
One Section Laborer	18.88	
	$40.40	
Pay Roll Additives 30%	12.12	
Estimated Daily Cost	$52.50	
5 Days @ $52.50		$ 262.50
State will pay up to $300.00		
	Use	$ 300.00

Work by Union Pacific Railroad Co.

Install 156 L.F. single inside guard rail, rearrange joint signal-communication pole line and right-of-way fences, and provide engineering, inspection and flagging.

Description	Labor	Material	Total
Install Inside Guard Rail			
Install 156 L.F. single inside guard rail	$ 127	$ 295	
Labor and material additives	40	34	
Contingencies	13	31	
Subtotals	$ 180	$ 360	
Total			$ 540.00
Rearrange Joint Signal-Communication Pole Line			
Signal work - temporary	$ 3,850	$3,600	
Signal work - permanent	2,750	1,075	
Communication work - temporary	1,250	1,800	
Communication work - permanent	160	600	
Labor & material additives	2,514	354	
Contingencies	811	711	
Subtotals	$11,335	$8,140	
Total			$19,475.00
Rearrange Right-of-Way Fences			
Rearrange R/W Fences	$ 1,0[illegible]	$ 240	
Labor & material additives	326	12	
Contingencies	104	28	
Subtotals	$ 1,470	$ 280	
Total			$ 1,750.00
Furnish Engineering and Inspection Services			
Engineering	$ 300		
Engineer-Inspector (6 Mos. at $730/Mo. plus vehicle & expenses)	4,380	$2,400	
Labor additives	1,475		
Subtotals	$ 6,155	$2,400	
Total			$ 8,555.00
		Total	$30,320.00

STATE COPY

RECEIVED
DEC 17 1965

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
12-87
FILING

PROJECT REPORT NO.
5
6738

FORM PR-2 (Rev. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

STATE
Oregon

COUNTY
Wasco & Sherman

PROJECT NO.
I-80N-3(47)95

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Celilo-Rufus Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-11-65	14.262
OTHER *(Specify)*		

FUNDS — Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,217,881.00	$ 3,883,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lobon

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer DEC 8 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal-Aid
Project No. I-80N-3(47)95

CELILO-RUFUS SECTION OF THE COLUMBIA RIVER HIGHWAY

IN WASCO AND SHERMAN COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 15, 1965

Roadway
Type Code 6201
(Sta. 80+00 Thru Equa. 715+28.95 = 69+51.32 to Sta. 187+37.00) (Contract No. 6738)

Clearing and Grubbing	All Required			$ 98,000.00
Ditch Excavation, Unclassified	4,260	cu.yd.	$ 3.00	12,780.00
Embankment in Place	1,217,000	cu.yd.	0.55	669,350.00
Extra for Selected Subgrade Material	47,800	cu.yd.	0.60	28,680.00
Extra for Selected Rock Embankment Material	3,900	cu.yd.	1.50	5,850.00
Extra for Stone Blanket Material	1,370	cu.yd.	1.50	2,055.00
Finishing Roadbed and Slopes	All Required			2,500.00
Trench Excavation	1,840	cu.yd.	3.00	5,520.00
Special Backfill in Drains	180	cu.yd.	8.00	1,440.00
Watering	12,260	M-gal.	1.75	21,455.00
Obliteration of Roadway	4	sta.	50.00	200.00
Preparation of Old Roadway	All Required			5,000.00
3/4" - 0 Material in Base	38,000	ton	1.45	55,100.00
3/4" - 0 Aggregate in Prime Coat	3,600	cu.yd.	3.50	12,600.00
RC-250 Asphalt in Prime Coat	550	ton	44.00	24,200.00
Plant-Mix Stone Base	350,000	ton	1.45	507,500.00
Bituminous Base Mixture	73,000	ton	3.30	240,900.00
Asphalt in Bituminous Base Mixture	3,300	ton	33.00	108,900.00
Class "B" Asphalt Concrete Mixture	112,000	ton	3.35	375,200.00
Asphalt Cement in Mixture	6,200	ton	33.00	204,600.00
Loose Riprap	4,400	cu.yd.	2.50	11,000.00
12-inch Culvert Pipe	370	lin.ft.	2.50	925.00
15-inch Culvert Pipe	540	lin.ft.	3.10	1,674.00
18-inch Culvert Pipe	1,400	lin.ft.	3.80	5,320.00
24-inch Culvert Pipe	690	lin.ft.	5.75	3,967.50
36-inch Culvert Pipe	240	lin.ft.	10.50	2,520.00
48-inch Culvert Pipe	560	lin.ft.	14.25	7,980.00
8-inch Drain Pipe	40	lin.ft.	2.00	80.00
10-inch Drain Pipe	610	lin.ft.	2.30	1,403.00
18-inch Culvert End Sections	16	only	25.00	400.00
24-inch Culvert End Sections	2	only	35.00	70.00
36-inch Culvert End Sections	1	only	100.00	100.00
Concrete Manholes	2	only	500.00	1,000.00
Concrete Inlets, Type G-1	2	only	125.00	250.00
Concrete Inlets, Type G-2M	4	only	125.00	500.00
Corrugated Metal Catch Inlets	1	only	75.00	75.00
Concrete Curbs	24	cu.yd.	50.00	1,200.00
A.C. Concrete Curbs	1,800	lin.ft.	0.75	1,350.00

Guide Posts, W-1	760	only	$ 6.50	$ 4,940.00
Guide Posts, Y-2	220	only	7.50	1,650.00
Guide Posts, Y-3	6	only	10.00	60.00
Guard Rail	110,000	lin.ft.	2.30	253.000.00
Median Barrier	50,000	lin.ft.	3.60	180,000.00
Type 2 Barricade	550	lin.ft.	3.00	1,650.00
Rail End Pieces	100	only	5.00	500.00
Guard Rail Blocks	15,000	only	1.50	22,500.00
Extra Guard Rail Posts	250	only	10.00	2.500.00
Salvaging Guard Rail	350	lin.ft.	1.00	350.00
Salvaging Type 1 Barricade	225	lin.ft.	1.00	225.00
Salvaging Type 2 Barricade	550	lin.ft.	1.00	550.00
Guard Rail-Salvaged Guard Rail	350	lin.ft.	1.00	350.00
Guard Rail-Salvaged Type 1 Barricade	225	lin.ft.	1.00	225.00
Guard Rail-Salvaged Type 2 Barricade	550	lin.ft.	1.00	550.00
Type 1 Fence	2,100	rod	6.25	13,125.00
Type 2 Fence	46	rod	8.00	368.00
Roadside Seeding	44	acre	105.00	4,620.00
Roadside Mulching	14	acre	200.00	2,800.00
Grass Seed, Crested Wheatgrass	440	lb.	0.80	352.00
Grass Seed, Hard Fescue	220	lb.	0.60	132.00
Grass Seed, Big Sherman Bluegrass	220	lb.	0.70	154.00
Fertilizer, 10-16-8	180	cwt.	8.00	1,440.00
Furnishing Field Laboratory Building	All Required			800.00
Signing				
Sign Support Footings	All Required			7.500.00
Pipe Sign Posts	All Required			9,000.00
Single Sign Support	All Required			11,500.00
Double Sign Support	All Required			5,500.00
Triple Sign Support	All Required			2,100.00
Structure Mount	All Required			300.00
Painted Wood Sign Posts	All Required			3,000.00
Type "A" and "B" Signs in Place	3,995	sq.ft.	6.75	26,966.25
Type "C", "D" and "R" Signs in Place	1,334	sq.ft.	3.40	4,535.60
Type "E", "F" and "G" Signs in Place	395	sq.ft.	4.00	1,580.00
Type "P" Signs in Place	14	sq.ft.	5.50	77.00
				$2,986,544.35
Flagging (57½ of Contractor's Cost)	All Required			$ 5,000.00
Tack Coat	All Required			100.00
				$ 5,100.00
Utilities				
Work by Pacific Power & Light (Lump Sum)	All Required			$ 1,667.58
				$ 1,667.58

Railroad			
R.R. Protection, Union Pacific	All Required		$ 16,000.00
R.R. Protection, Oregon Trunk	All Required		300.00
			$ 16,300.00
	Subtotal		$3,009,611.93
	10% Engr. & Cont.		300,961.07
	Total		$3,310,573.00

Structures
Type Code X081
(#9232 and 9232A) (Girkling Canyon Creek Bridges) ("Le" Sta. 123+28 to Sta. 125+18)

Shoring and Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	1,000 cu.yd.	$ 6.00	6,000.00
Structural Excavation Below Elevation Shown	100 cu.yd.	10.00	1,000.00
Furnish 10 BP 42 Steel Piling	4,320 lin.ft.	4.00	17,280.00
Drive Steel Piles	125 only	60.00	7,500.00
Splice Steel Piles	30 only	40.00	1,200.00
Class "A" Concrete (1,197 cu.yd.)	All Required		96,000.00
60' to 65' Type 3 Prestressed Beams	47 only	1,200.00	56,400.00
Metal Reinforcement (244,200 lb.)	All Required		32,000.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	60 lin.ft.	4.00	240.00
			$ 227,620.00

Type Code X220
(9225 and 9225A) (Rufus Interchange O'xing) (Sta. 132+72.50 to Sta. 133+97.50)

Shoring and Cribbing, etc.	All Required		$ 6,000.00
Structural Excavation	310 cu.yd.	$ 5.00	1,550.00
Structural Excavation Below Elevation Shown	30 cu.yd.	10.00	300.00
Furnish 10 BP 42 Steel Piling	3,080 lin.ft.	4.00	12,320.00
Drive Steel Piles	72 only	70.00	5,040.00
Splice Steel Piles	18 only	40.00	720.00
Class "A" Concrete (810 cu.yd.)	All Required		61,500.00
Metal Reinforcement (172,300 lb.)	All Required		22,500.00
Preparation of Slopes	660 sq.yd.	2.00	1,320.00
Concrete Slab Riprap	660 sq.yd.	10.00	6,600.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	90 lin.ft.	4.00	360.00
			$ 118,210.00

Type Code X131
(9213 and 9213A) (Rufus U.P.R.R. O'xing) ("Le" Sta. 82+02.8 to Sta. 87+12.8)

Shoring and Cribbing, etc.	All Required		$ 20,000.00
Structural Excavation	1,000 cu.yd.	$ 5.00	5,000.00
Structural Excavation Below Elevation Shown	100 cu.yd.	10.00	1,000.00

Furnish 10 BP 42 Steel Piling	12,870 lin.ft.	$ 4.00	$ 51,480.00
Furnish 12 BP 53 Steel Piling	1,020 lin.ft.	5.00	5,100.00
Drive Steel Piles	257 only	60.00	15,420.00
Splice Steel Piles	60 only	40.00	2,400.00
Class "A" Concrete (2 010 cu.yd.)	All Required		170,000.00
Metal Reinforcement (437,400 lb.)	All Required		56,000.00
Structural Steel	All Required		135,000.00
(Carbon 69,000 lb.)			
(Low Alloy 365,000 lb.)			
Metal Parapet Railing	1,808 lin.ft.	7.00	12,656.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	260 lin.ft.	4.00	1,040.00
6-inch Standard Steel Pipe	300 lin.ft.	13.00	3,900.00
			$ 478,996.00
	Subtotal		$ 824,826.00
	10% Engr. & Cont.		82,482.00
	Total		$ 907,308.00

Length of Roadway - - - - 13.934 Miles
Length of Structures (4)- 0.183 Mile (Exceptions)
Length of Structures (3)- 0.145 Mile

Total - - - - - - - - - - 14.262 Miles

Cost of Roadway Per Mile- $237,589.56

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,310,573.00	$3,047,000.00	$263,573.00
Structures	907,308.00	836,000.00	71,308.00
Subtotal	$4,217,881.00	$3,883,000.00	$334,881.00
Retained in PS & E Status			
Work by Union Pacific R.R. Co. (Communication Lines)	$ 30,200.00	$ 27,000.00	$ 3,200.00
Total	$4,248,081.00	$3,910,000.00	$338,081.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

CELILO-RUFUS SECTION

PROJECT NO. I-80N-3(47)95

Work by Pacific Power and Light Co.

Installation		$1,248.53
Removal Costs		342.04
Related Expense		482.01
	Subtotal	$2,072.58
Salvage		(405.00)
	Total Cost (Lump Sum Agreement)	$1,667.58

Work by Union Pacific Railroad Co.

Railroad Protection Costs

1 Engineer Inspector for 10 Months
2-Man Flagging Crew for 1 Month

		Headquarters
Engineer Inspector	$730.00 Per Mo.	Portland
Section Foreman	2.85 Per Hr.	Biggs
Section Laborer	2.46 Per Hr.	Biggs

Overtime of one hour per day for Foreman and Laborer

Personal Expense & Equipment Rental (Approx.) $22.00 per day for Inspector

Engineer Inspector	10 Mo. @ $730.00	$ 7,300.00
Pay Roll Additives	30%	2,190.00
		$ 9,490.00
Expenses, 10 Mos. = 220 days; 220x$22.00		$ 4,840.00
	Total Inspector Cost	$14,330.00

Section Foreman and Section Laborer

168 Hrs. @ $5.31	$ 892.08
Overtime 21 Hrs. @ $7.965	167.27
Pay Roll Additives 30%	317.81
Total Flagging Cost	$ 1,377.16
Total Protection Cost	$15,707.16

State will pay up to $16,000.00

Use $16,000.00

Work by Oregon Trunk Railroad

Railroad Protection Cost
2 Men One Week

Section Foreman @$452.00 Per Mo.; $21.52 Per Day
Section Laborer @ 2.36 Per Hr.; $18.88 Per Day
Headquarters, Wishram, Washington

Two Men for One Week		
One Section Foreman	$21.52	
One Section Laborer	18.88	
	$40.40	
Pay Roll Additives 30%	12.12	
Estimated Daily Cost	$52.50	
5 Days @ $52.50		$ 262.50

State will pay up to $300.00

Use $ 300.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(47)95

CELILO-RUFUS SECTION OF THE COLUMBIA RIVER HIGHWAY

IN WASCO AND SHERMAN COUNTIES

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 28, 1965

Roadway
Type Code 6201
(Sta. 80+00 thru Equa. 715+28.95=69+51.32 to Sta. 187+37.00)

Clearing and Grubbing	All Required		$ 10,000.00
Ditch Excavation, Unclassified	4,260 cu.yd.	$ 2.50	10,650.00
Embankment in Place	1,217,000 cu.yd.	0.75	912,750.00
Extra for Selected Subgrade Material	47,800 cu.yd.	0.75	35,850.00
Extra for Selected Rock Embankment Material	3,900 cu.yd.	3.50	13,650.00
Extra for Stone Blanket Material	1,370 cu.yd.	1.25	1,712.50
Finishing Roadbed and Slopes	All Required		5,000.00
Trench Excavation	1,840 cu.yd.	3.00	5,520.00
Special Backfill in Drains	180 cu.yd.	7.00	1,260.00
Watering	12,260 M-gal.	2.50	30,650.00
Obliteration of Roadway	4 sta.	100.00	400.00
Preparation of Old Roadway	All Required		6,000.00
3/4" - 0 Material in Base	38,000 ton	1.70	64,600.00
3/4" - 0 Aggregate in Prime Coat	3,600 cu.yd.	4.25	15,300.00
RC-250 Asphalt in Prime Coat	550 ton	50.00	27,500.00
Plant-Mix Stone Base	350,000 ton	1.60	560,000.00
Bituminous Base Mixture	73,000 ton	3.60	262,800.00
Asphalt in Bituminous Base Mixture	3,300 ton	33.00	108,900.00
Class "B" Asphalt Concrete Mixture	112,000 ton	3.70	414,400.00
Asphalt Cement in Mixture	6,200 ton	33.00	204,600.00
Loose Riprap	4,400 cu.yd.	4.00	17,600.00
12-inch Culvert Pipe	370 lin.ft.	3.75	1,387.50
15-inch Culvert Pipe	540 lin.ft.	4.25	2,295.00
18-inch Culvert Pipe	1,400 lin.ft.	5.00	7,000.00
24-inch Culvert Pipe	690 lin.ft.	8.00	5,520.00
36-inch Culvert Pipe	240 lin.ft.	14.50	3,480.00
48-inch Culvert Pipe	560 lin.ft.	25.00	14,000.00
8-inch Drain Pipe	40 lin.ft.	2.50	100.00
10-inch Drain Pipe	610 lin.ft.	3.00	1,830.00
18-inch Culvert End Sections	16 only	40.00	640.00
24-inch Culvert End Sections	2 only	55.00	110.00
36-inch Culvert End Sections	1 only	135.00	135.00
Concrete Manholes	2 only	350.00	700.00
Concrete Inlets, Type G-1	2 only	175.00	350.00
Concrete Inlets, Type G-2M	4 only	185.00	740.00
Corrugated Metal Catch Inlets	1 only	100.00	100.00

Concrete Curbs	24	cu.yd.	$ 60.00	$ 1,440.00
A.C. Concrete Curbs	1,800	lin.ft.	1.00	1,800.00
Guide Posts, W-1	760	only	7.50	5,700.00
Guide Posts, Y-2	220	only	8.50	1,870.00
Guide Posts, Y-3	6	only	9.00	54.00
Guard Rail	110,000	lin.ft.	2.50	275,000.00
Median Barrier	50,000	lin.ft.	3.75	187,500.00
Type 2 Barricade	550	lin.ft.	4.00	2,200.00
Rail End Pieces	100	only	5.00	500.00
Guard Rail Blocks	15,000	only	1.75	26,250.00
Extra Guard Rail Posts	250	only	9.00	2,250.00
Salvaging Guard Rail	350	lin.ft.	1.00	350.00
Salvaging Type 1 Barricade	225	lin.ft.	1.00	225.00
Salvaging Type 2 Barricade	550	lin.ft.	1.25	687.50
Guard Rail-Salvaged Guard Rail	350	lin.ft.	1.00	350.00
Guard Rail-Salvaged Type 1 Barricade	225	lin.ft.	1.25	281.25
Guard Rail-Salvaged Type 2 Barricade	550	lin.ft.	1.50	825.00
Type 1 Fence	2,100	rod	7.00	14,700.00
Type 2 Fence	46	rod	10.00	460.00
Roadside Seeding	44	acre	125.00	5,500.00
Roadside Mulching	14	acre	150.00	2,100.00
Grass Seed, Crested Wheatgrass	440	lbs.	0.80	352.00
Grass Seed, Hard Fescue	220	lbs.	0.80	176.00
Grass Seed, Big Sherman Bluegrass	220	lbs.	0.60	132.00
Fertilizer, 10-16-8	180	cwt.	6.00	1,080.00
Furnishing Field Laboratory Building	All Required			500.00
Signing				
Sign Support Footings	All Required			6,000.00
Pipe Sign Posts	All Required			7,600.00
Single Sign Support	All Required			9,200.00
Double Sign Support	All Required			3,400.00
Triple Sign Support	All Required			1,120.00
Structure Mount	All Required			270.00
Painted Wood Sign Posts	All Required			2,800.00
Type "A" and "B" Signs in Place	3,995	sq.ft.	7.27	29,043.65
Type "C", "D" and "R" Signs in Place	1,334	sq.ft.	3.90	5,202.60
Type "E", "F" and "G" Signs in Place	395	sq.ft.	4.00	1,580.00
Type "P" Signs in Place	14	sq.ft.	5.50	77.00
				$3,346,106.00
Flagging (57½$ of Contractor's Cost)	All Required			$ 5,000.00
Tack Coat				100.00
				$ 5,100.00
Utilities				
Work by Pacific Power & Light (Lump Sum)	All Required			$ 1,667.58
				$ 1,667.58

Railroad			
R.R. Protection, Union Pacific	All Required		$ 16,000.00
R.R. Protection, Oregon Trunk	All Required		300.00
Work by Union Pacific (Communication Lines)	All Required		30,320.00
			$ 46,620.00
Subtotal			$3,399,493.58
10% Engr. & Cont.			339,948.42
Total			$3,739,442.00

Structures
Type Code X081
(9232 and 9232A)(Girkling Canyon Creek Bridges)("Le" Sta. 123+28 to Sta. 125+18)

Shoring, Cribbing, etc.	All Required		$ 8,000.00
Structural Excavation	1,000 cu.yd.	$ 7.00	7,000.00
Structural Excavation Below Elevation Shown	100 cu.yd.	7.00	700.00
Furnish 10 BP 42 Steel Piling	4,320 lin.ft.	5.00	21,600.00
Drive Steel Piles	125 only	75.00	9,375.00
Splice Steel Piles	30 only	50.00	1,500.00
Class "A" Concrete (1,197 cu.yd. @ $80.00)	All Required		95,760.00
60' to 65' Type 3 Prestressed Beams	47 only	1,400.00	65,800.00
Metal Reinforcement (244,200 lbs. @ $0.125)	All Required		30,525.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	60 lin.ft.	5.00	300.00
			$ 240,560.00

Type Code X220
(9225 and 9225A)(Rufus Interchange O'xing)(Sta. 132+72.50 to Sta. 133+97.50)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	310 cu.yd.	$ 9.00	2,790.00
Structural Excavation Below Elevation Shown	30 cu.yd.	9.00	270.00
Furnish 10 BP 42 Steel Piling	3,080 lin.ft.	5.00	15,400.00
Drive Steel Piles	72 only	80.00	5,760.00
Splice Steel Piles	18 only	50.00	900.00
Class "A" Concrete (810 cu.yd. @ $80.00)	All Required		64,800.00
Metal Reinforcement (172,300 lbs. @ $0.125)	All Required		21,537.50
Preparation of Slopes	660 sq.yd.	2.00	1,320.00
Concrete Slab Riprap	660 sq.yd.	7.00	4,620.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	90 lin.ft.	4.00	360.00
			$ 122,757.50

Type Code X131
(9213 and 9213A)(Rufus U.P.R.R. O'xing)("Le" Sta. 82+62.8 to Sta. 87+12.8)

Shoring, Cribbing, etc.	All Required		$ 12,000.00
Structural Excavation	1,000 cu.yd.	$ 6.00	6,000.00
Structural Excavation Below Elevation Shown	100 cu.yd.	6.00	600.00
Furnish 10 BP 42 Steel Piling	12,870 lin.ft.	5.00	64,350.00
Furnish 12 BP 53 Steel Piling	1,020 lin.ft.	6.50	6,630.00
Drive Steel Piles	257 only	75.00	19,275.00
Splice Steel Piles	60 only	50.00	3,000.00
Class "A" Concrete (2,010 cu.yd. @ $80.00)	All Required		160,800.00
Metal Reinforcement (437,400 lbs. @ $0.125)	All Required		54,675.00
Structural Steel (Carbon 69,000 lbs. @ $0.27) (Low Alloy 365,000 lbs. @ $0.28)	All Required		120,830.00
Metal Parapet Railing	1,808 lin.ft.	6.50	11,752.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	260 lin.ft.	4.00	1,040.00
6-inch Standard Steel Pipe	300 lin.ft.	13.00	3,900.00
			$ 464,852.00

Subtotal	$ 828,169.50
10% Engr. & Cont.	82,816.50
Total	$ 910,986.00

Length of Roadway - - - - - - - - - 13.934 Miles
Length of Structures (4) - - - - 0.183 Mile (Exceptions
Length of Structures (3) - - - - 0.145 Mile
Total - - - - - - - - - - - - - - - - 14.262 Miles

Cost of Roadway per Mile - - - - $268,368.16

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,739,442.00	$3,440,000.00	$299,442.00
Structures	910,986.00	838,100.00	72,886.00
	$4,650,428.00	$4,278,100.00	$372,328.00

CELILO-RUFUS SECTION

PROJECT NO. I-80N-3(47)95

Work by Pacific Power and Light Co.

Installation		$1,248.53
Removal Costs		342.04
Related Expense		482.01
	Subtotal	$2,072.58
Salvage		(405.00)
	Total Cost (Lump Sum Agreement)	$1,667.58

Work by Union Pacific Railroad Co.

Railroad Protection Costs

1 Engineer Inspector for 10 Months
2-Man Flagging Crew for 1 Month

		Headquarters
Engineer Inspector	$ 730.00 per mo.	Portland
Section Foreman	2.85 per hr.	Biggs
Section Laborer	2.46 per hr.	Biggs

Overtime of one hour per day for Foreman and Laborer.

Personal Expense & Equipment Rental (approx.) $22.00 per day for Inspector.

Engineer Inspector - 10 mos. @ $730.00	$ 7,300.00
Payroll additives - 30%	2,190.00
	$ 9,490.00
Expenses, 10 mos.=220 days; 220x$22.00	4,840.00
Total Inspector Cost	$14,330.00

Section Foreman and Section Laborer

168 hrs. @ $5.31	$ 892.08
Overtime 21 hrs. @ $7.965	167.27
Payroll additives 30%	317.81
Total Flagging Cost	$ 1,377.16
Total Protection Cost	$15,707.16

State will pay up to $16,000.00

Use $16,000.00

Work by Oregon Trunk Railroad

Railroad Protection Cost

2 men - one week

Section Foreman @ $452.00 per mo.; $21.52 per day
Section Laborer @ $ 2.36 per hr.; $18.88 per day
Headquarters - Wishram, Washington

Two men for one week:		
One Section Foreman	$21.52	
One Section Laborer	18.88	
	$40.40	
Payroll additives 30%	12.12	
Estimated Daily Cost	$52.50	

5 days @ $52.50 = $262.50

State will pay up to $300.00

Use $300.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(47)95

CELILO-RUFUS SECTION OF THE COLUMBIA RIVER HIGHWAY

IN WASCO AND SHERMAN COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 23, 1965

Roadway
Type Code 6201
(Sta. 80+00 thru. equa. 715+28.95 = 69+51.32 to Sta. 187+37.00)

Clearing and Grubbing	All Required		$ 10,000.00
Ditch Excavation, Unclassified	4,260 cu.yd.	$ 2.50	10,650.00
Embankment in Place	1,217,000 cu.yd.	0.75	912,750.00
Extra for Selected Subgrade Material	47,800 cu.yd.	0.75	35,850.00
Extra for Selected Rock Embankment Material	3,900 cu.yd.	3.50	13,650.00
Extra for Stone Blanket Material	1,370 cu.yd.	1.25	1,712.50
Finishing Roadbed and Slopes	All Required		5,000.00
Trench Excavation	1,840 cu.yd.	3.00	5,520.00
Special Backfill in Drains	180 cu.yd.	7.00	1,260.00
Watering	12,260 M-gal.	2.50	30,650.00
Obliteration of Roadway	4 stas.	100.00	400.00
Preparation of Old Roadway	All Required		6,000.00
3/4" - 0 Material in Base	31,700 ton 36,000	1.70	53,890.00
3/4" - 0 Aggregate in Prime Coat	3,000 cu.yd.	4.25	12,750.00
RC-250 Asphalt in Prime Coat	470 ton 510	50.00	23,500.00
Plant-Mix Stone Base	315,000 ton 330,000	1.60	504,000.00
Bituminous Base Mixture	60,800 ton	3.60	218,880.00
Asphalt in Bit. Base Mixture	2,740 ton	33.00	90,420.00
Class "B" Asphalt Concrete Mixture	95,500 ton	3.70	353,350.00
Asphalt Cement in Mixture	5,250 ton	33.00	173,250.00
Loose Riprap	4,400 cu.yd.	4.00	17,600.00
12-inch Culvert Pipe	370 lin.ft.	3.75	1,387.50
15-inch Culvert Pipe	540 lin.ft.	4.25	2,295.00
18-inch Culvert Pipe	1,400 lin.ft.	5.00	7,000.00
24-inch Culvert Pipe	690 lin.ft.	8.00	5,520.00
36-inch Culvert Pipe	240 lin.ft.	14.50	3,480.00
48-inch Culvert Pipe	560 lin.ft.	25.00	14,000.00
8-inch Drain Pipe	40 lin.ft.	2.50	100.00
10-inch Drain Pipe	610 lin.ft.	3.00	1,830.00
18-inch Culvert End Sections	16 only	40.00	640.00

Roadway $ 767,500

24-inch Culvert End Sections	2	only	$ 55.00	$ 110.00
36-inch Culvert End Sections	1	only	135.00	135.00
Concrete Manholes	2	only	350.00	700.00
Concrete Inlets, Type C-1	2	only	175.00	350.00
Concrete Inlets, Type C-2M	4	only	185.00	740.00
Corr. Metal Catch Inlets	1	only	100.00	100.00
Concrete Curbs	24	cu.yd.	60.00	1,440.00
A.C. Concrete Curbs	1,800	lin.ft.	1.00	1,800.00
Guide Posts, W-1	760	only	7.50	5,700.00
Guide Posts, Y-2	220	only	8.50	1,870.00
Guide Posts, Y-3	6	only	9.00	54.00
Guard Rail	110,000	lin.ft.	2.50	275,000.00
Median Barrier	50,000	lin.ft.	3.75	187,500.00
Type 2 Barricade	550	lin.ft.	4.00	2,200.00
Rail End Pieces	100	only	5.00	500.00
Guard Rail Blocks	15,000	only	1.75	26,250.00
Extra Guard Rail Posts	250	only	9.00	2,250.00
Salvaging Guard Rail	350	lin.ft.	1.00	350.00
Salvaging Type 1 Barricade	225	lin.ft.	1.00	225.00
Salvaging Type 2 Barricade	550	lin.ft.	1.25	687.50
Guard Rail-Salvaged Guard Rail	350	lin.ft.	1.00	350.00
Guard Rail-Salvaged Type 1 Barricade	225	lin.ft.	1.25	281.25
Guard Rail-Salvaged Type 2 Barricade	550	lin.ft.	1.50	825.00
Type 1 Fence	2,100	rod	7.00	14,700.00
Type 2 Fence	46	rod	10.00	460.00
Roadside Seeding	44	acre	125.00	5,500.00
Roadside Mulching	14	acre	150.00	2,100.00
Grass Seed, Crested Wheatgrass	440	lbs.	0.80	352.00
Grass Seed, Hard Fescue	220	lbs.	0.80	176.00
Grass Seed, Big Sherman Bluegrass	220	lb.	0.60	132.00
Fertilizer, 10-16-8	180	cwt.	6.00	1,080.00
Furnishing Field Laboratory Bldg.	All	Required		500.00
SIGNING				
Sign Support Footings	All	Required		6,000.00
Pipe Sign Posts	All	Required		7,600.00
Single Sign Support	All	Required		9,200.00
Double Sign Support	All	Required		3,400.00
Triple Sign Support	All	Required		1,120.00
Structure Mount	All	Required		270.00
Painted Wood Sign Posts	All	Required		2,800.00
Type "A" and "B" Signs in Place	3,995	sq.ft.	7.27	29,043.65
Type "C", "D" and "R" Signs in Place	1,334	sq.ft.	3.90	5,202.60
Type "E", "F" and "G" Signs in Place	395	sq.ft.	4.00	1,580.00

Type "P" Signs in Place	14 sq.ft.	$ 5.50	$ 77.00
			$3,118,046.00
Flagging (57½% of Contractor's Cost)	All Required		$ 5,000.00
Tack Coat	All Required		100.00
			$ 5,100.00
Utilities			
Work by Pacific Power & Light (Lump Sum)	All Required		$ 1,667.58
			$ 1,667.58
Railroad			
R.R. Protection, Union Pacific	All Required		$ 16,000.00
R.R. Protection, Oregon Trunk	All Required		300.00
Work by Union Pacific (Communication Lines)	All Required		30,320.00
			$ 46,620.00
	Subtotal		$3,171,433.58
	10% Engr. & Cont.		317,142.42
	Total		$3,488,576.00

STRUCTURES
Type Code X081
(#9232 and 9232A) (Girkling Canyon Creek Bridges) ("Le" Sta. 123+28 to Sta. 125+18)

Shoring and Cribbing, etc.	All Required			$ 8,000.00
Structural Excavation	1,000 cu.yd.	$	7.00	7,000.00
Structural Excavation Below Elevation Shown	100 cu.yd.		7.00	700.00
Furnish 10 BP 42 Steel Piling	4,320 lin.ft.		5.00	21,600.00
Drive Steel Piles	125 only		75.00	9,375.00
Splice Steel Piles	30 only		50.00	1,500.00
Class "A" Concrete (1,197 cu.yd. @ $80.00)	All Required			95,760.00

60' to 65' Type 3 Prestressed Beams	47 only	$ 1,400.00	$ 65,800.00
Metal Reinforcement (244,200 lbs. @ $0.125)	All Required		30,525.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	60 lin.ft.	5.00	300.00
			$ 240,560.00

Type Code X220
(9225 and 9225A)(Rufus Interchange O'xing)(Sta. 132+72.50 to Sta. 133+97.50)

Shoring and Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	310 cu.yd.	$ 9.00	2,790.00
Structural Excavation Below Elevation Shown	30 cu.yd.	9.00	270.00
Furnish 10 BP 42 Steel Piling	3,080 lin.ft.	5.00	15,400.00
Drive Steel Piles	72 only	80.00	5,760.00
Splice Steel Piles	18 only	50.00	900.00
Class "A" Concrete (810 cu.yd. @ $80.00)	All Required		64,800.00
Metal Reinforcement (172,300 lbs. @ $0.125)	All Required		21,537.50
Preparation of Slopes	660 sq.yd.	2.00	1,320.00
Concrete Slab Riprap	660 sq.yd.	7.00	4,620.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	90 lin.ft.	4.00	360.00
			$ 122,757.50

Type Code X131
(9213 and 9213A)(Rufus UPRR O'xing)("Le' Sta. 82+62.8 to Sta. 87+12.8)

Shoring and Cribbing, etc.	All Required		$ 12,000.00
Structural Excavation	1,000 cu.yd.	$ 6.00	6,000.00
Structural Excavation Below Elevation Shown	100 cu.yd.	6.00	600.00
Furnish 10 BP 42 Steel Piling	12,870 lin.ft.	5.00	64,350.00
Furnish 12 BP 53 Steel Piling	1,020 lin.ft.	6.50	6,630.00
Drive Steel Piles	257 only	75.00	19,275.00
Splice Steel Piles	60 only	50.00	3,000.00
Class "A" Concrete (2,010 cu.yd. @ $80.00)	All Required		160,800.00
Metal Reinforcement (437,400 lbs. @ $0.125)	All Required		54,675.00
Structural Steel (Carbon 69,000 lbs. @ $0.27 Low Alloy 365,000 lbs. @ $0.28)	All Required		120,830.00

Metal Parapet Railing	1,808 lin.ft.	$ 6.50	$ 11,752.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	260 lin.ft.	4.00	1,040.00
6-inch Standard Steel Pipe	300 lin.ft.	13.00	3,900.00
			$ 464,852.00
	Subtotal		$ 828,169.50
	10% Engr. & Cont.		82,816.50
	Total		$ 910,986.00

Length of Roadway - - - - - - - - - - - -13.934 miles
Length of Structures (4)- - - - - - - - - 0.183 miles (Exceptions)
Length of Structures (3)- - - - - - - - - 0.145 miles

Total 14.262 miles

Cost of Roadway per Mile - - - - - - - - - -$250,364.28

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$3,488,576.00	$3,209,500.00	$279,076.00
Structures	910,986.00	838,100.00	72,886.00
	$4,399,562.00	$4,047,600.00	$351,962.00

CELILO-RUFUS SECTION

Project No. I-80N-3(47)95

Work by Pacific Power and Light Co.

Installation		$ 1,248.53
Removal Costs		342.04
Related Expense		482.01
	Subtotal	$ 2,072.58
Salvage		(405.00)
	Total Cost (Lump Sum Agreement)	$ 1,667.58

Work by Union Pacific Railroad Co.

Railroad Protection Costs

1 Engineer Inspector for 10 months
2-man Flagging Crew for 1 month

		Headquarters
Engineer Inspector	$ 730.00 per month	Portland
Section Foreman	2.85 per hr.	Biggs
Section Laborer	2.46 per hr.	Biggs

Overtime of one hour per day for foreman and laborer.

Personal Expense and Equipment Rental (Approx.) $22.00 per day for Inspector.

Engineer Inspector - 10 mo. @ $730.00	$ 7,300.00
Payroll Additives 30%	2,190.00
	$ 9,490.00
Expenses, 10 mo.=220 days; 220x$22.00	$ 4,840.00
Total Inspector Cost	$ 14,330.00

Section Foreman and Section Laborer:

168 hrs. @ $5.31	$ 892.08
Overtime, 21 hrs. @ $7.965	167.27
Payroll Additives - 30%	317.81
Total Flagging Cost	$ 1,377.16
Total Protection Cost	$ 15,707.16

State will pay up to $16,000.00

Use $ 16,000.00

Work by Oregon Trunk Railroad

Railroad Protection Cost

2 men - one week

Section Foreman @ $452.00 per mo.; $21.52 per day
Section Laborer @ $ 2.36 per hr.; $18.88 per day
Headquarters; Wishram, Washington

Two men for one week		
One Section Foreman	$ 21.52	
One section Laborer	18.88	
	$ 40.40	
Payroll Additives - 30%	12.12	
Estimated Daily Cost	$ 52.50	
5 days @ $52.50	$262.50	$ 262.50

State will pay up to $300.00

Use $ 300.00

RECEIVED
FEB 19 1968
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
ROSEBURG
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
1-L-3717)15
6 7 8

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 16, 1968

Rogers Construction Company
P. O. Box 16537
Portland, Oregon 97216

Attention Mr. George M. Schweizer

Gentlemen:

Celilo-Rufus Section
Contract 6738
Select Rock Embankment

We find that proper reply has not been made to your September 15, 1967, letter. We apologize for the delay in our response which is as follows:

Two pertinent factors which hinder adjustment on quantities below the contract bid quantity are: (1) The best information we can find concerning notice to you about the need for rock on the additional areas is that such notice was given to your company at least by April 18, 1966, which was before any of the rock embankment item work was performed; (2) There is no reasonable proof that the additional areas involved extra effort, and therefore extra cost, so far as just the placing on the added areas was concerned. In other words, the character of the work on the project was apparently not changed.

We recognize that there was an increase in quantity (as allowed under Article 4-2) and that there was a change in the contractor's unit cost, but we believe that adjustment under the circumstances here can apply only to the change from the contract quantity. We are quite willing to recommend a price agreement to make this adjustment at the rate of $2.96 per cubic yard on the 1,249 cubic yards used in excess of the contract quantity, or an additional $3,698.79.

If you wish to close the matter on that basis, please advise and we will promptly submit the price agreement to you for signature.

NOTED
F. B. KLABOE

Very truly yours,

Forrest Cooper
State Highway Engineer

RECEIVED
FEB 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

by

F. D. Morgan
Construction Engineer

FDM-JAB:nn
bc: F. B. Klaboe
J. F. Putnam

RECEIVED
DEC 1 - 1967

FOR FILE
I-5(11)215
6738

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 30, 1967
Salem, Oregon

To: Mr. F. B. Klaboe
Asst. State Highway Engineer
BUILDING

SUBJECT: Celilo-Rufus
Contract No. 6738
Contractor's Claim on Select
Rock Embankment

The plans on this project (Sheets #2B & 10) required placement of rock material on certain fill slope areas at the Rufus Overcrossing. This material is called "slope protection" and "selected rock embankment" on the plans, and in the specs. The bid item is called "extra for selected rock embankment material" and the contract quantity was 3900 c. y. with a unit price of $1.50 per yd. The embankment price of $0.55 per yard was also paid on this material for a total value of $2.05 per c. y. All earthwork on the project was performed on the embankment measure basis. All embankment material other than that obtained from required excavations was to come from sources of the contractor's own choosing. No other material sources were offered. There were certain quality requirements added by special provision for the selected rock embankment material. The above features are all described on pages 14 and 15 of the special provisions and copies of these pages are attached.

During the project the railroad requested that the fill slope areas to be covered by rock protection be extended. This added the areas shown in red on the attached Sheet #10. The contractor contended at the time that this increased area or quantity of slope protection work would have to be done at an increased unit cost and sought additional compensation above the unit bid price. The planned work was completed with a total quantity below the contract quantity, or 3,121 c. y. compared with the 3900 c. y. bid quantity. The work in the added areas was done immediately after the plan work and required 2028 cubic yards and a force account record was kept of the contractor's costs because he was protesting. The material for the added areas came from a different source than the earlier work, and involved 7.07 miles additional haul and some extra effort at the material source. The total actual cost of the unplanned work has been checked and mutually acknowledged to be $10,152.49, or 5.01 per cubic yard for the entire 2028 cubic yards that went on the unplanned areas. The contractor seeks $5,995.09 additional (the difference between what was paid at the bid price and the above actual cost.)

12-1-67
copy to
Bond

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DEC 1 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

The contractor is basing his claim on the entire cost in acquiring, hauling and placing the material. So far he has not explained or elaborated on why there was any difference in the character of the work as far as placing it was concerned. Recent pictures of the areas involved are included in our file attached. We have offered the contractor adjustment based on his actual cost for the material in excess of the contract quantity only, in the belief that we had authority to use the contract quantity even in the unplanned areas at bid price so long as we did not change the character of the work where it was placed. The fact that the contractor went to a different source for part of the material does not necessarily qualify as a change in character. The source of all the material was at his option.

We recognize that there was an increase in quantity (as allowed under Article 4-2) and that there was a change in the contractor's average unit cost (as required by Article 9-5) but believe that adjustment under these provisions must follow a change from the contract quantity.

Please note that the contractor was advised of the added area at least by April, 1966, before any of the rock embankment item work was performed. It was all done in June and November, 1966.

The BPR Area Engineer will not recommend federal participation in any upward adjustment from the bid price for material below the contract quantity but will recommend it on the overrun quantity.

I doubt that this issue merits presentation to the Claims Review Board. We suggest a top level reply to the contractor again offering adjustment on the 1249 cubic yards in excess of the contract quantity only. This would amount to $2.96 per cubic yard additional or $3698.79. We will draft such a reply if you concur in our recommendations. A summary of the above figures, and our file, are attached.

file
field
12-1-67

F. D. Morgan
Construction Engineer

By: John A. Bond

John A. Bond
Staff Assistant

JAB:ss
Attachments

Contract No. 6738 - Celilo-Rufus

Selected Rock Embankment Material - Bid Item No. 5

Bid Price = $1.50 (+ embankment in place price of $0.55)
= $2.05 / cu. yd. total

Bid Quantity = 3900 cu. yd.

Actual Quantity for Plan Work =		3,121.91 cu. yd.
Actual quantity in unplanned areas added =		2,027.28 cu. yd.
Total Actual Quantity	=	5,149.59 cu.yd.
Overrun of bid quantity	=	1,249.59 cu. yd.

Total cost of 2,028 cu. yd. in added areas	=5.01 per	10,152.49
Paid on Bid Items @ 2.05 per cu. yd.	cu. yd.	4,157.40
Contractor's Claim=Difference=		5,995.09

= 2.96 per cu. yd.

Adjustment on overrun quantity only = 1249.59 x 2.96/cu. yd. = $3,698.79

JAB:ss
11/30/67

SECTION 102 - ROADWAY EARTHWORK

102-1.3 and 102-1.4 Embankment in Place and Pay Excavation Basis of Performance. Except for "ditch excavation" and "trench excavation", all earthwork on this project is to be performed on the embankment measure basis of performance.

102-1.3 Sources of Embankment Materials. All embankment material other than that obtained from required excavations shall come from sources of the contractor's own choosing, as set forth under Article 102-2.2.

102-1.8 Haul and Overhaul. Contrary to the provisions of this Article, overhaul will not be a pay item on this project.

102-2.1 Stage II Materials. If the contractor so elects, he may dispose of excavated Stage II materials off the limits of the project and replace them with embankment materials furnished from sources of his own choosing, as set forth in Article 102-2.2.

102-2.3 General Quality Requirements for Embankment Material. Material used in embankment construction shall conform to the requirements of this Article.

102-3.8 Selected Materials. A stone blanket shall be constructed as a portion of the embankments. The stone blanket materials shall meet the following requirements:

Rock or gravel varying in size from fine particles to a maximum of 6 inches in any dimension, with not more than 10 per cent of the fine particles passing the No. 40 screen.

Celilo-Rufus Section

The materials shall provide a well-filled, dense and firm material in place.

102-3.8(c) Selected rock embankment - All stone for the selected rock embankment work shall be hard, sound and durable angular stone free from seams, cracks and other defects tending to destroy resistance to weather or tending to cause disintegration. It shall weigh at least 150 pounds per dry solid cubic foot, and all material shall be subject to approval by the engineer.

The stone materials shall be of sizes and shapes which will provide an embankment, constructed to a reasonably uniform slope, of maximum density.

Insofar as practicable, the maximum size of stone fragments shall be such as may be incorporated in a 3-foot thickness of placed material. The material shall range from 25 to 750 pound pieces or 1/6 cubic foot to 5 cubic feet in size and at least 75 per cent of the stone used shall have volumes ranging from one cubic foot to 5 cubic feet. Only such quantities of stone materials having volumes of less than one cubic foot in size shall be used as are necessary to fill the interstices between the large pieces of stone and to thus provide a dense, compact slope surface.

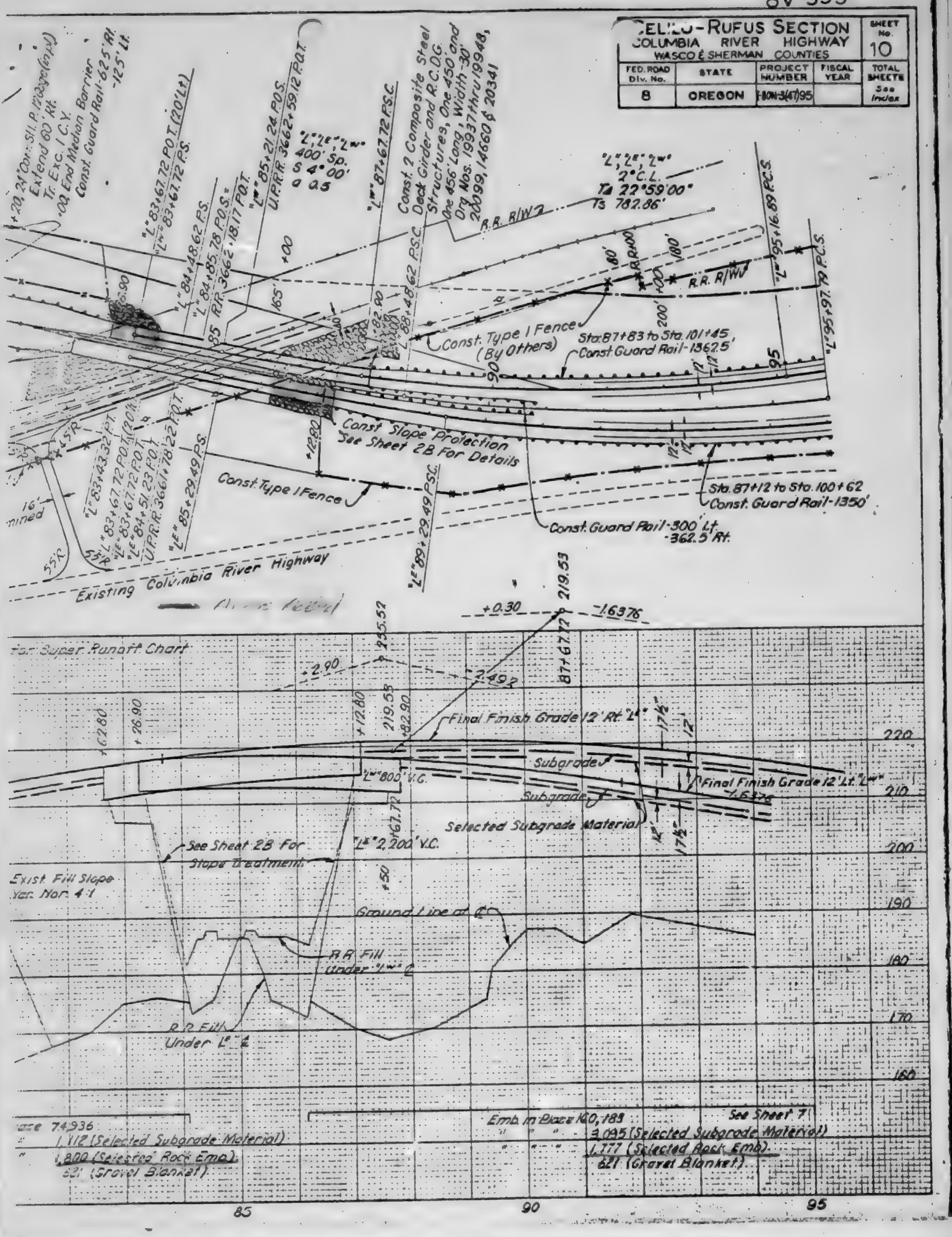
The rock embankment shall be constructed to the lines, grades and cross sections called for by the plans or as otherwise directed by the engineer.

A reasonable amount of sorting and a reasonable amount of manipulation of materials shall be performed to insure the filling of interstices with smaller size materials.

102-3.8(d) Selected subgrade material - The selected materials to be placed as selected sugrade materials shall be of a granular nature comprised of sand, gravel, rock or combinations thereof free from earth, vegetative matter and organic matter. The material shall have such characteristics of size and shape that it will compact readily to a firm, free-draining condition. The maximum particle size shall be 3 inches in any dimension and the material shall be reasonably well graded to provide a well-filled, dense and firm material in place. These materials shall conform to the liquid limit and plasticity index requirements set forth in Article 202-2.1(a)(2) of the standard specifications.

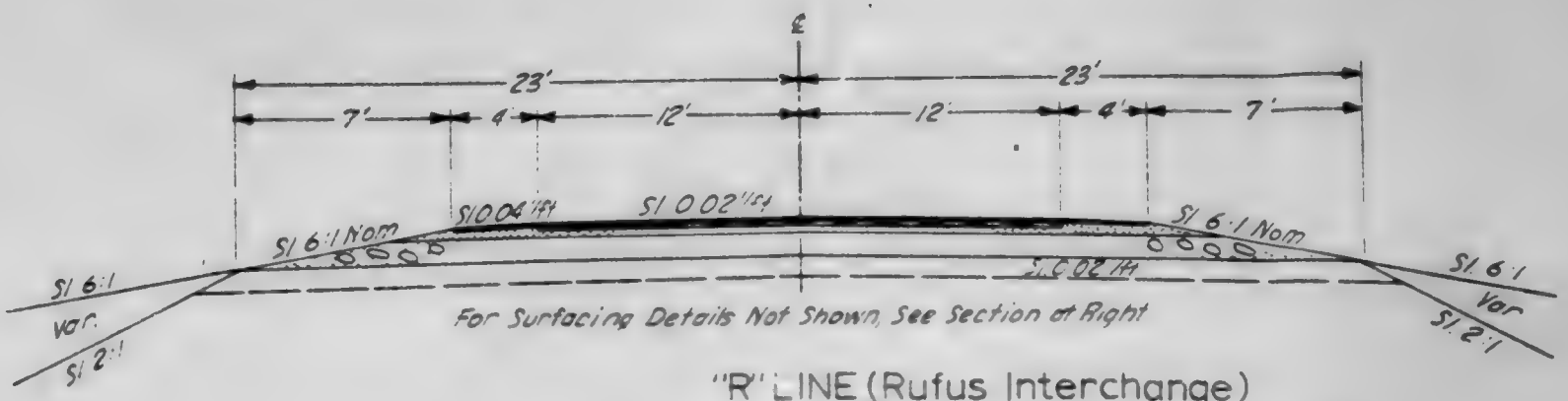
8V-339

	DELLO - RUFUS SECTION COLUMBIA RIVER HIGHWAY WASCO & SHERMAN COUNTIES			SHEET No. 10
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-IOW-3(47)95		See Index



Emb. in Place 40,189 (See Sheet 7)
" " " 3,095 (Selected Subgrade Material)
" " " 1,777 (Selected Rock Emb.)
621 (Gravel Blanket)

ace 74,936
" 1,112 (Selected Subgrade Material)
" 1,800 (Selected Rock Emb.)
621 (Gravel Blanket)



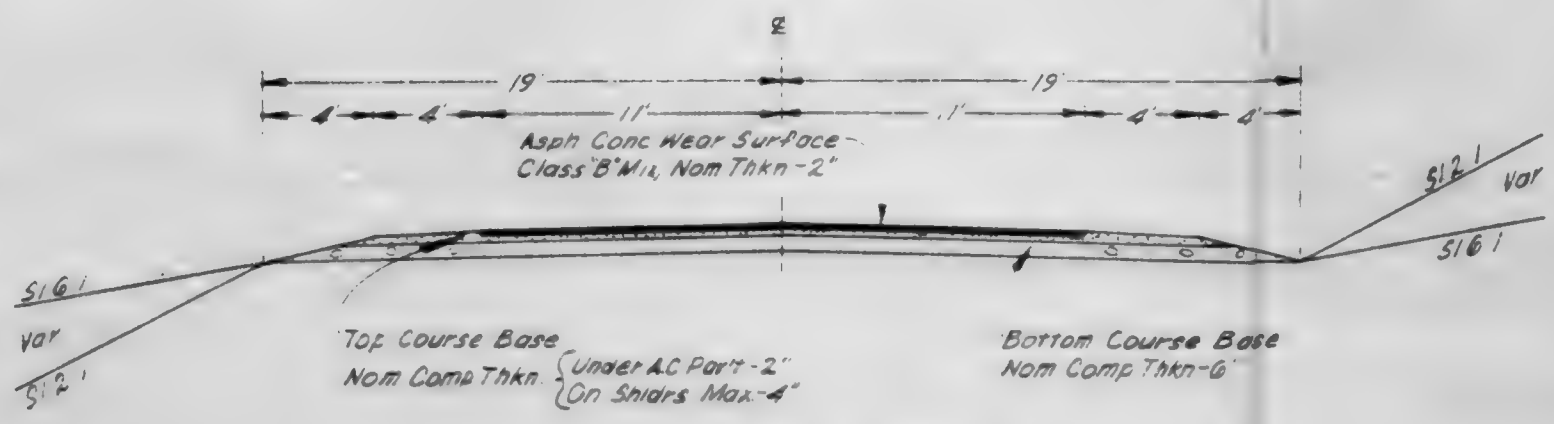
"R" LINE (Rufus Interchange)

STA 5+00 to STA 8+25
12+00 to 13+95

(For Surfacing Details Not Shown, See Section Above Rt.)

"R" LINE (Rufus Interchange)

STA. 8+25 to STA 12+00

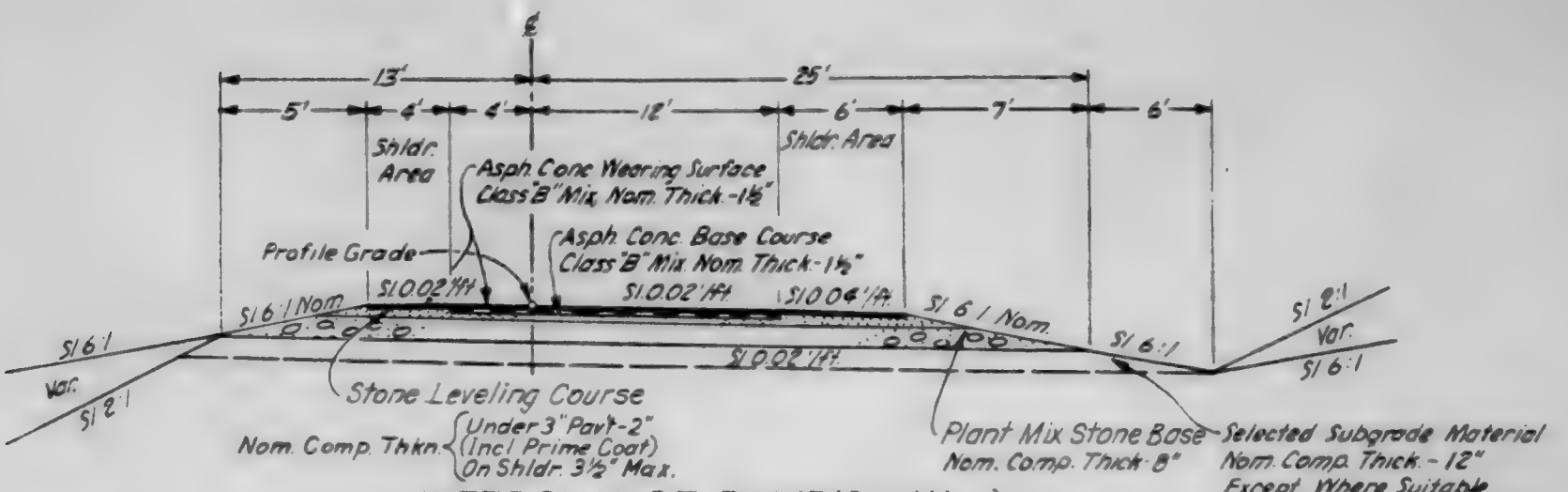


CELILO VILLAGE ACCESS ROAD

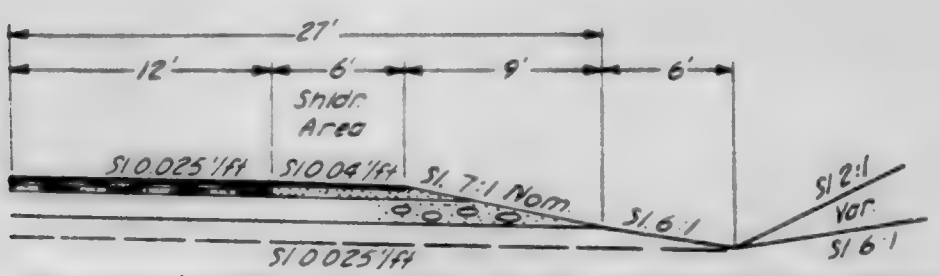
STA 89+30 Rt

8V-339

CELILO - RUFUS SECTION COLUMBIA RIVER HIGHWAY WASCO & SHERMAN COUNTIES				SHEET No. 2B
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-BON-5(17)15		See Index

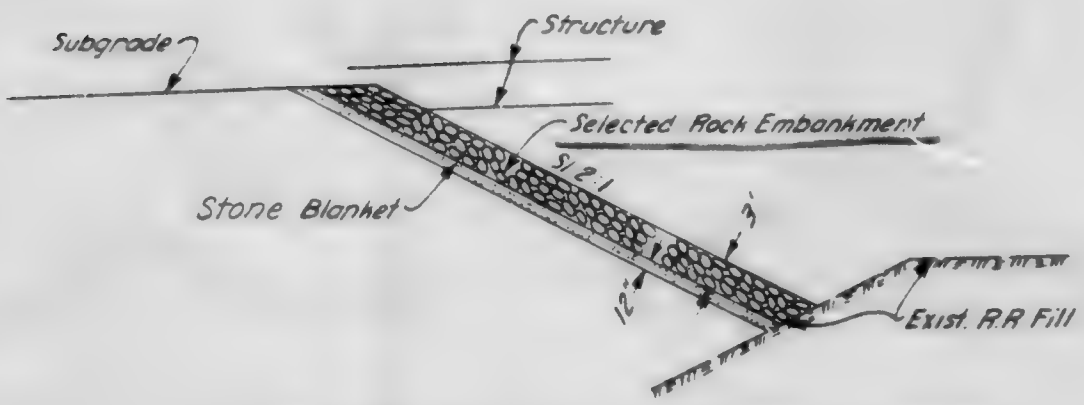


INTERCHANGE RAMP (One Way)
(RUFUS INTERCHANGE)



For Surfacing Details Not Shown, See Main Roadbed Sections, Sht. 2A

SPEED CHANGE LANES
(RUFUS INTERCHANGE)



SLOPE PROTECTION AT U.P.R.R. O'XING
STA. 82+00 to STA 88+30
See Plans For Location

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NOV 16 1967
FOR FILING

I-80N-3(47)95
6737

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1967

To: T. W. Litchfield
Utilities Liaisnn Engineer

SUBJECT: Locked Gate Access for
Union Pacific Railroad Co.
Troutdale-The Dalles Section
Columbia River Highway

2025

Building

In reply to your letter concerning the above subject, the following is offered:

ORS 374.405 provides that:

"374.405 Access rights of property abutting on state highways. No rights in or to any state highway, including what is known as right of access, shall accrue to any real property abutting upon any portion of any state highway constructed, relocated or reconstructed after May 12, 1951, upon right of way, no part of the width of which was acquired prior to May 12, 1951, for public use as a highway, by reason of the real property abutting upon the state highway."

NOTED
F. B. KLABOE

Therefore, on any portions of the Interstate that come under the provisions of this statute, the Railroad would not have any legal right to access to the highway - but in making a determination a search must be made to make sure that all the right of way in question (where the Railroad deserves an access point) was acquired after May 12, 1951.

As regards other portions of the Interstate where we acquired easements and encroachments from the Railroad prior to May 12, 1951, and the right of way is presently a part of the Interstate, the matter is more complicated.

Just because we did not acquire access control does not give the Railroad a legal right to construct an approach to the highway. The police power gives us certain power to control the construction

RECEIVED
NOV 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

of approaches to all highways. The decision as to whether the Railroad is entitled to an access would depend on the question of reasonableness. This question probably could not be determined short of a court decision. It is not possible to give a blanket opinion and each access must be handled on its own merit.

If we determine, after a study of each access requested by the Railroad, that they are reasonable, then we would probably be obligated to provide a substitute for the loss of direct access or pay damages. The measure of damages could be cost of cure or the difference between the cost of off-track or on-track maintenance.

It would appear that the request for emergency access should be pursued with the BPR on their merits with strict limitations on their use. Many in the past require them to call the D.M.S. in advance of use.

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja/lf

cc: R. L. Porter
F. B. Klaboe
G. E. Rohde
Frank C. McKinney

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 13, 1967

In reply refer to: 08-35-EC/440
X: I-80N-2(34)38

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-3(47)195 # 6738
Celilo - Rufus Section
Union Pacific Railroad Company Agreement

RECEIVED
OCT 17 1967
LEGAL & RIGHT OF WAY

Our January 25, 1966 memorandum on the subject project under numbered paragraph 2 requested provisions concerning control of access for the railroad agreement be provided. Our memorandum continued that the Statewide procedures accepted by the Railroad in their March 19, 1965 letter was acceptable "...providing this is accomplished without undue delay."

Exactly 1 year later our memorandum on I-80N-2(34)38, Bonneville - Hood River County Line also restricted certain Federal participation until obtaining the above access control features. # 6976

After the passage of some 20 months, we would appreciate your review of this matter and advice as to your progress.

REFERRED
TO Sallie -
FOR when Geo returns -
F. C. McKINNEY

10-17-67
Fetch file
Robert
Morgan
Young

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OCT 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 21 1967

SP*25811-784

FOR FILING

I-80N-3(47)95
6738

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 17, 1967

SUBJECT: Cellilo-Rufus
Contract No. 6738
Adjustment on Select
Rock Embankment

To. Mr. J. F. Putnam
Division Engineer
State Highway Department
Bend, Oregon 97701

Your July 17 letter and attachments have been reviewed and discussed at some length with the Bureau of Public Roads Area Engineer. We believe there is a basis for an adjustment in the compensation for the rock slope protection material in excess of the contract quantity only. Apparently the change in character of the work, because of which an adjustment could be due under Section 9-5, is with respect to the source and haul of the material. The areas at the Rufus Overcrossing on which slope protection was added apparently did not involve any change in the actual placement of the material. At least the contractor has not dwelled on this point and has only emphasized the haul. We believe we had the right to utilize the bid quantity without any change in compensation in this situation.

The $300 item for use of haul road which the contractor has listed in his bill is not substantiated. We doubt that 5 days use of a haul road involved any such expenditure. Deleting this from the corrected bill total gives a new total of $9,852.49 or $4.86 per cubic yard for the 2,028 cubic yards that went into the extra work from November 21 through 26. The total contract quantity for Item 5 was 5,149.59 cubic yards. The bid quantity for this item was 3,900 cubic yards. If the $4.86 cost is applied to only the overrun quantity of 1,249 cubic yards, the value of this overrun material is $6,070. Bid price of $2.05 per yard has already been paid so the adjustment, or extra compensation, amounts to $3,510. We will recommend approval of a lump sum Price Agreement in this amount with a release from all further claims on this item.

F. D. Morgan
Construction Engineer

By John A Bond

John A. Bond
Staff Assistant

JAB:ss:fw

cc F. B. Klaboe

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AUG 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 22 1967
FOR FILING
1 XLH-3(42) 1
6738

May 22, 1967

The Fidelity & Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco, California 94111

Gentlemen:

Contract No. 6738 awarded to Rogers Construction Company, for grading, paving, signing and structures on the Celilo-Rufus Section of the Columbia River Highway in Sherman and Wasco Counties was completed on March 16, 1967, and accepted by the Highway Commission on May 19, 1967.

Final payment in the amount of $188,413.88 will be released to the contractor after May 29, 1967. The total contract amount is $3,706,460.58 including $11,588.30 for work performed under force account. We are retaining $20,000.00 for railroad flagging charges on this contract.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Rogers Construction Company
11760 S. E. Gliesan Street
Portland, Oregon

Pallett, Fisher & Carlo, Inc.
1010 Wilcox Building
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

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MAY 1967
FILING

I-84-3(4)15
Fred W. Hill, Member
Heliz 6734

May 19, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed March 16, 1967, on Contract No. 6736. The contract was with Rogers Construction Company and was for grading, paving, structures and signing on the Celilo-Rufus Section of the Columbia River Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 19, 1967, and that you concur in this procedure at the Commission meeting on June 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
J. F. Putnam

srb jw

RECEIVED
MAY 17 1967
FOR FILING
I-80N-3(47)95
6738

Salem, Oregon
May 16, 1967

RAILROAD COMPANIES
FILE No. 640

Mr. G. E. Rohde
Chief Counsel
B U I L D I N G

Attention: Mr. Earl F. Saling
Right of Way Office Mgr.

Pux 507 File No. 33863
Union Pacific Railroad Company
Interstate 80N near Rufus
Rufus O-Xings
Celilo-Rufus Section
Columbia River Highway
Sherman ~~and Wasco~~ Counties

Valda said
Wasco is
in error
5-17 LW

Attached for further handling is a fully executed copy of a construction agreement with the Union Pacific Railroad Company covering construction on the above-mentioned property.

When you have recorded the agreement, please return it to this office for the Commission's files.

Floyd Query, Secretary

lmr
Att.

FORM E-128X SOM 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. RIDDLE, MEMBER
WALDO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
MAY 12 1967
FOR FILING

[boilerplate]
6738

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 11, 1967

Rogers Construction Company, Inc.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

Final payment on Contract No. 6738 has been withheld pending receipt of the Union Pacific Railway Company's bill. In order to expedite your final voucher, we intend to withhold $20,000.00 as the estimated protection cost and release the balance. If the final Railroad costs exceed the amount retained, we will bill you for the excess. If the Railroad costs are less than the amount retained, we will release the balance.

If this procedure is agreeable to your company, sign and return the attached letter and voucher. A copy of this letter is enclosed for your records.

Very truly yours,

C. H. Maison
Controller

Attachments

cc: Clare Palmer
General Files

Approved: _____
Authorized Representative

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JUN 8 - 1967
FOR FILING

I-80N-3(47)9

3H-9

April 26, 1967

1556

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting on April 25, 1967, considered your request for an extension of time on Contract No. 6738 on the Celilo-Rufus Section of the Columbia River Highway in Sherman and Wasco Counties.

After considering the recommendation of the Engineer and other available information, the Commission granted an extension to March 12, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc J. F. Putnam
E. L. Scrivner
L. H. Young
F. D. Morgan
C. H. Maison
Federal Hwy. Administration

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I-xxx-3(47) Yz
6129

April 17, 1967

Oregon State Highway Commission

Request for Time Extension
No. 9
April 25, 1967 meeting

Gentlemen:

Rogers Construction Company, contractor on the Celilo-Rufus Section of I-80N in Sherman and Wasco Counties, Contract No. 6739, has requested that the contract completion date be extended from the specified October 31, 1966, to February 2, 1967. The request (made before the project was completed) is based on delay in availability of railroad right-of-way at the railroad overcrossing structures near Rufus, and overruns in contract quantities of slope protection rock used on approach fills to these same structures.

A contract provision states that the railroad area was expected to be available to the contractor February 1, 1966. Due to scarcity of cable materials, there was a delay on the part of the Union Pacific Railroad in relocating its communication lines at the structures site. The area actually became available to the contractor April 7, 1966, or 65 calendar days later than expected. Work on the two overcrossing structures then progressed to completion in mid-December. At the Railroad's request additional slope protection was placed on the adjacent fills, but this was accomplished concurrently with other contract work and did not affect the overall job progress to a measurable extent.

All of the contract work, with the exception of median rail painting, was completed on December 21, 1966. A stop work order was issued and was in effect from that time through February 26, 1967. An extension for this stop work period is justified.

The 65-day delay in complete availability of the site clearly delayed the overall job progress and an extension to March 12, 1967, is recommended. This will reduce the liquidated damages to $1,200.00.

The project was completed March 16, 1967.

This is a Federal Aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your consideration at the April 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

DES:nn jw

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6738 Contractor Rogers Construction Co.

Highway Columbia River

Section Celilo-Rufus

Kind of Work Grading, Paving, Structures & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

65-day delay in complete availability of the Rufus railroad overcrossing structures area. Stop work period from December 21, 1966, through February 26, 1967.

Recommended for Approval:

J. H. Sutton
Division Engineer

Robert L. Bird
for Construction Engineer or Bridge Engineer

J. R. Klobe
Assistant State Highway Engineer

State Printing 37969

Contract No.	6738
Project designation	I-80N-3(47)95 State-Federal
Date awarded	November 4, 1965
Work started	December 1, 1965
Project completed	March 16, 1967
Specified completion date	October 31, 1966
Request for Extension to	March 12, 1967

E—210 (Rev.)—6M—8-66

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ..August 8,.., 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Oct. 31, 66 days to Feb. 2, 1967 days, within which to complete our Contract No. 6738, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: RE: Our letter April 11, 1966, copy no. 1 per attached, copy nc. 2 Resident Engineer letter dated April 7, 1966, copy no. 3 our letter March 12, 1966. By these letters we substantiate to you the reason for this request.

Respectfully submitted,

ROGERS CONSTRUCTION COMPANY
Contractor

By Chas Ro Inroe

CONSENT OF SURETY

Date August 10, 1966, 19

We, THE FIDELITY AND CASUALTY COMPANY OF NEW YORK, with an Agent's Office at 527 Peyton Building, Spokane, Washington, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Charles Carroll
Attorney-in-Fact
(Charles Carroll)

(SEAL)

PALLETT, FISHER & CARLO, INC.

BY
RESIDENT AGENT
PORTLAND, OREGON

April 11, 1966

Oregon State Highway Department
E. L. Scrivner
Resident Engineer
Seufert Park Road
The Dalles, Oregon 97058

RE: Celilo-Rufus Section
State Contract 6738
Our Job #153

Dear Mr. Scrivner:

Your letter of April 7, 1966, received.

We wish to advise you that since we have been held up from working on both bridges and grading, we will expect without any penalty the time lost from February 1, as per contract or 64 days.

We wish acknowledgement of this request.

Very truly yours,

ROGERS CONSTRUCTION COMPANY

Chas. R. McInroe

CRMI/amd

April 11, 1966

Oregon State Highway Department
Mr. E. L. Scrivner
Resident Engineer
Seufert Park Road
The Dalles, Oregon 97058

RE: Celilo-Rufus Section
State Contract 6738
Project No. I-80N-3(47)95
Our Job #153

Dear Sir:

We have received your letter of April 7, 1966, regarding the change in plans on the Slope protection material. This, of course, is a different revised plan from what our bid was based on, and I can not find in your letter how you are going to handle this extra work.

We are hereby notifying you that this constitutes extra work, and the obtaining of additional material which has to be obtained at additional cost, and we will expect full compensation for same. The material and changes that you are showing on your revised plan is in a more difficult place to distribute than the original and will require additional cost to place same.

We will do this additional work, but as aforementioned, we will expect full compensation for same, and additional workdays to so do.

If this is not satisfactory, please advise.

Very truly yours,

ROGERS CONSTRUCTION CO.

Chas. R. McInroe

CRMI/amd

Form CD-121
(11-65)
(Prss. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
[redacted] AND DEPARTMENT OF COMMERCE
[redacted] BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 10, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-3(47)95, Celilo - Rufus Section
Columbia River Highway
Request for Extension of Time

Reference is made to your letter of April 7 concerning subject matter and referring to previous correspondence thereon.

We concur in the fact that 65 days were justified in your earlier letter due to the delays caused by the railroad.

On this basis we will concur in the additional 14 days requested which, when coupled with the Stop Work Order, extends the completion date to March 12, 1967.

4-12-67

REFERRED TO
Young - Morgan - Mason
BY ASST. STATE HWY. ENGR.

[redacted]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM S-30 SOM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1967

SUBJECT: Assignment FBK 1556
Request for Time Extension
Celilo-Rufus Section
Columbia River Highway
Contract 6738

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

This matter was discussed with you April 6, 1967, concerning the desirability of revising the time extension now that the project has been completed.

The project was completed March 16, 1967. The period from December 21, 1966, through February 26, 1967, was covered by a stop work order as the only work remaining was median rail painting. Liquidated damages on this project now total $20,700.00. Our recommendation for an extension to March 12, 1967, will reduce the liquidated damages to $1,200.00.

Attached is a rough draft of a letter to the Bureau of Public Roads requesting their concurrence in the time covered by the stop work period and the additional time justified but not requested in our earlier request.

Also attached is a revised rough draft of a letter to the Highway Commission.

The forms have been revised to reflect these changes.

F. D. MORGAN,
Construction Engineer

By G. L. Decker
G. L. DECKER,
Assistant Construction Engineer

GLD-DES:nn
Encs.
cc: L. H. Young

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APR 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

The Dalles, Oregon 97058
April 7, 1966

RECEIVED
APR 8 1966
Union Pacific R.R.
Co.

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon 97220

Re: Celilo-Rufus Section
Contract No. 6738
Project No. I-80N-3(47)95

Gentlemen:

You are hereby advised that the Union Pacific Railroad completed adjustment of their signal and communication lines at site of Rufus Overcrossing on April 6, 1966.

Yours truly,

Ernest L. Scrivner
Ernest L. Scrivner
Resident Engineer

cc: Construction Engineer
Division Engineer
file

Letter of April 7th received i
by the hands of Held up from Railway
on fish dredge and Grading. We will
expect without any penalty the time lost
from Feb. 1st to after Contract or 64 days.
We shall acknowledgement at this request

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I-80N-3(47) 95
6738

April 7, 1967

Mr. A. W. Parsons
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for Time Extension, Celilo-Rufus Section, Columbia River Highway
Project No. I-80N-3(47)95

Reference is made to my letter of February 2 and your reply of March 31 concerning this time extension.

When this request was submitted to you, the project had not been completed and was under a stop work order. The only work remaining was painting of median barrier. Because of unsuitable weather for performing this work, a stop work order was issued covering the period from December 21, 1966, through February 26, 1967. An extension for this stop work time is justified.

Our earlier letter documented the justification of an extension of 65 calendar days, 51 of which were utilized up to the stop work time. The 14 remaining days justify an extension to March 12, 1967.

It is our recommendation that the specified completion date be extended to March 12, 1967. This will leave 4 penalty days in effect. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

DES:nn srb

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 31, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-3(47)95, Celilo - Rufus Section
Columbia River Highway
Request for Time Extension

On the basis of delay caused by the railroad as set forth in your letter of February 2, 1967, possibility of which was discussed in our letters of October 11 and November 19, 1965, we hereby concur in your request for extension of time to December 21, 1966.

It is our understanding work is not yet complete on this project and that further extension may be necessary when work is completed. On the basis of information in your letter, it would appear appropriate to consider favorably an amount of time equal to the actual delays caused by the railroad if so requested by the contractor.

Routing
Morgan
Dodge
Bond
Barbee
Walker
Clone
Swan
Case
Moreland
Trout
Scott
Wills
Litchfield
Olson

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1967
CONSTRUCTION
DIVISION

craig to Morgan all: Bond
copies to
Young
Marcum
4-3-67
w/file

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APR 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

March 12, 1966

Mr. Ernest Scrivner, Resident Engineer
Oregon State Highway Department
Post Office Box 302
The Dalles, Oregon

Re: Celilo-Rufus Section I-80N
Contract #6738

Dear Mr. Scrivner:

Revision letter #2 of the above noted contract states that full access to the area between sta. 80+00 and sta. 90+00 will be provided to the contractor no later than February 1, 1966.

As a result of the failure of the Oregon State Highway Department to obtain this right of full access, our grading activities in this area have been seriously hampered and we have been forced into a partial shutdown of grading operations.

We will appreciate your efforts in obtaining relief for us in this area and will cooperate fully with the Oregon State Highway Department and the Union Pacific Railroad Co. in any way possible to relieve this situation.

Due to this delay, not our fault, we are going to expect additional time and compensation for same.

Thank you for your attention to this matter.

Very truly yours,

ROGERS CONSTRUCTION CO.

Charles R. McInroe

Copies to: Mr. James Putnam Div. Eng. B
Salem File

CRMI/PJJC

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FEB 2 - 1967

I-80N-3 (47) 95

6 1 14

February 2, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Request for Time Extension
Celilo-Rufus Section
Columbia River Highway
Project No. I-80N-3(47)95

Dear Sir:

We have received from Rogers Construction Company, contractor on the subject project, a request for an extension of the specified completion date from October 31, 1966, to February 2, 1967. The request (submitted before the project was completed) is based on delay in availability of the railroad area at the railroad overcrossing structures near Rufus, and overruns in the contract quantities of slope protection rock used on the approach fills to these same structures.

Bids were opened November 2, 1965, and the contractor started work December 1. A change letter incorporated into the contract set forth the exclusion of the railroad right-of-way until February 1, 1966. Due to a delay encountered by the Railroad in getting their communication lines relocated out of the conflict area, the complete overcrossing site was not available to the contractor until April 7. This is a delay of 65 calendar days. Based on contract prices and quantities, these structures involved $479,000, which is 12½ percent of the total contract and 58 percent of the total structural work.

Although the slope protection quantities on fills at the railroad area were increased about 50 percent, this work was accomplished concurrently with other contract items, and we do not believe it affected the overall job progress to a measurable extent.

The overcrossing structures were completed the week of December 15, and the tentative completion date of the project is December 21 (the only work left is painting of median rail and deletion of this is being considered). This is 51 calendar days past the specified completion date.

Because of the character of the structures' work, the 65-day delay in complete availability of the site clearly delayed the overall job progress, and an extension to December 21, 1966, is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

JAB:sg srb

FORM E-20 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 31, 1967

SUBJECT: Request for Time Extension
Celilo-Rufus Section
Contract No. 6738

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

Rogers Construction Company requested a time extension on this project from the October 31, 1966 date specified to February 2, 1967. The request was first submitted before the project was completed. It has since been completed December 21, 1966 (except for median rail painting which may be deleted). The contractor's reasons are delay in availability of the railroad area at the Rufus railroad overcrossing structures, and additional quantities for slope protection on abutment fills at these same structures.

Bids were opened November 2, 1965 and the contractor started work December 1. A change letter incorporated into the contract set forth the exclusion of the railroad right of way until February 1, 1966. Due to a delay encountered by the railroad in getting their communication lines moved out of the conflict area, the complete overcrossing site was not available to the contractor until April 7. This is a delay of 65 calendar days. These structures represented 12-1/2 per cent of the total contract and about ~~3/4~~ 38% of the total structural work.

The contractor also claims that the delay in availability of this railroad area delayed his grading progress; however, in the 65 calendar day delay time, he actually accomplished 51 per cent of the total grading. He did not obtain a private crossing permit from the railroad until March 15, so we do not believe the grading in the exclusion area was delayed nearly as much as the structures were. Although the slope protection quantities were increased about 50 per cent, the time involved was only a few days and with other work accomplished concurrently.

The overcrossing structures were completed the week of December 15, and the freeway was opened to traffic that same week. Fifty-one (51) calendar days penalty amounting to $15,300 have accrued from the specified completion

date of October 31 to the tentative completion date of December 21. Because of the 65-day delay in availability of the railroad overcrossings site, we recommend that the time be extended to December 21 to eliminate all penalty to date. This project is controlled by the 1964 Standard Specifications without modification.

This is a Federal-aid Interstate project and the Bureau of Public Roads Area Engineer agrees that the reason for extending time appears to be valid. Rough draft letters to the Bureau and the Highway Commission are attached.

F.D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB:sg
Attachment

cc: L.H. Young

RECEIVED
FEB 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

W. RAY ROGERS • DONALD C. ROGERS • GENERAL CONTRACTORS • Tel 503 [illegible]

ROGERS

CONSTRUCTION CO.
11760 N. E. GLISAN STREET
PORTLAND, OREGON 97220

Routing

1 [illegible]

7 [illegible]

[illegible]

3 [illegible]

December 2, 1966

Oregon State Highway Department

Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

RE: Celilo-Rufus Section Contract 6738
Extension of Time on Contract

Dear Mr. Morgan:

Reference is made to your recent letter of October 27, 1966, in response to our request for extension of time which we requested August 8, 1966.

It is our intention to be as fair as possible with the State Highway Departments but if we have to continue arguing for an extension of time which we think is justified, and the extension given without delay, we will have to turn the whole matter over to our attorney, and have him ask not only for an extension of time but for other considerations that we feel we lawfully have coming.

We will again try and give you further detail which we believe are reasons for the extension of time that we have requested. The delays which we are setting forth were all critical to us in our operations, and also very expensive.

GRADING:

You will recall that Revision Letter No. 2 of the above contract states that full access to the area between Sta. 80+00 and Sta. 90+00 will be provided to the Contractor no later than February 1, 1966, and on this basis our bid was formulated. Your letter of April 7, 1966, states that formal and full access to this area was possible on April 6, 1966, since the Union Pacific Railroad finished their adjustment of their signal and communication lines at the site of the Rufus Overcrossing on that day.

Time Elapse -- 64 days.

W. RAY ROGERS • DONALD ROGERS • GENERAL CONTRACTORS • P.O. BOX 4610

11760 N. E. GLISAN STREET
PORTLAND, OREGON 97220

To further inform you, we started our Grading Operations on December 16, 1965, with 2 scrapers and Cats., and by January 15, 1966, we had 8 Scrapers and 8 Cats. working. February 1, 1966, we had 10 Scrapers and 8 Cats. working, 2 shifts.

At March 9, 1966, it is necessary to curtail the night shift altogether due to the Railroad not getting the wires underground so that we could work in the area between Sta. 80 and 87. On March 11, 1966, the operation was down to 4 Scrapers and it was necessary to move the other scrapers to other jobs. On March 17, 1966, the entire Scraper fleet was idled because of the situation. On March 24, 1966, the Union Pacific Railroad raised the wires and we were able to put 2 Cat Dozers on the Overcrossing Approach, and continue the next day with limited hauling. Your letter of April 7, 1966, finally authorized full access to the area where we could not work previously.

BRIDGE 9213 & 9213A - RUFUS UPRR OVERCROSSING

Clearance was not obtained until the date of April 7, 1966. We had hardly been able to do anything on these 2 bridges which constituted 75% of our Bridge work. This caused us delay practically all Summer. We could not haul across this area and are just now completing these structures.

THE SLOPE PROTECTION & RIP-RAP

Due to the long delay on the Bridge Construction, we were not able to start the Slope Protection and RipRap until November 14, 1966. This will complete our portion of the Slope Protection and RipRap which will probably be done about November 26, 1966, or 2 weeks or 12 days time.

This slope protection of extra work was completed November 26, 1966, due to these delays.

Very truly Yours,

ROGERS CONSTRUCTION CO.

Chas. R. McInroe

cc: James Putnam
Oregon State Highway Department
Bend, Oregon

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APR 11 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MCMINNVILLE
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-8-3(47)95
6738

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

STATE COPY

March 24, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on March 16, 1967, on Contract No. 6738, Celilo-Rufus Section, in Sherman and Wasco Counties, in connection with Federal-Aid Project No. I-80N-3(47)95.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 4-4-67

Conditions noted on above date:

None

WRG:

E. B. KLABOE
NOTED

A. W. Parsons
Division Engineer

By: G. R. Brooks
G. R. Brooks
District Engineer

RECEIVED
APR 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Celilo-Rufus		WEEK ENDING: March 18, 1967
		SECTION PREFIX: 633-1094
HIGHWAY: Columbia River		COUNTY: Wasco & Sherman
NAME OF JOB: Celilo-Rufus	KIND OF WORK: Grading, Paving, Structures & Signing	
CONTRACTOR: Rogers Construction Co.	CONTRACT NUMBER: 6738	FEDERAL AID PROJECT NUMBER: I-80N-3(47)95
DATE OF CONTRACT: November 4, 1965	DATE WORK STARTED: December 1, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: October 31, 1967	PERCENT OF TIME ELAPSED: 114
PROJECT AUTHORIZATION: $ 4,347,855		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 4,038,674	ENGINEERING AUTHORIZATION: $ 309,180	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 3,799,097	ENGINEERING COST TO DATE: $ 244,500	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 6.4 %	PERCENT OF AUTHORIZATION: 79 %	DATE PROJECT WAS COMPLETED: March 16, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Guard Rail	Signing
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.80	~~1.80~~ 13.83			13.83
MILES PARTIALLY COMPLETED	1.80	13.83			13.83
MILES COMPLETED	1.80	13.83			13.83
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,217,000 CY	388,000 Ton			185,000 Ton
TOTAL QUANTITIES CORRECTED TO DATE	1,059,516 CY	400,620 Ton			184,951 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	"	"			"
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 2 Pickups, 1 Compressor

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9232 & 9232 A	9225 & 9225 A	9213 & 9213 A
PERCENT	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Rain Showers			
TUESDAY	Overcast & Cool			
WEDNESDAY	Overcast & Cool			
THURSDAY	Overcast & Cool			
FRIDAY	Pt. Cloudy & Cool			
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	-
MONDAY	Guard rail crew removing sacks from median barrier posts.
TUESDAY	Guard rail crew covering posts at Celilo Interchange. Removing sacks from median barrier posts.
WEDNESDAY	Guard rail crew painting guard rail sta. 77 to 102+50 at Celilo.
THURSDAY	Guard rail crew finished removing sacks on median & guard rail posts. This should complete work on this project.
FRIDAY	
SATURDAY	

REMARKS

Guard rail crew finished painting guard rail at Celilo Interchange. Three men removing sacks on median & guard rail posts. Contractor finished painting and clean up work on Thursday.

This should complete work on this project.

Final Report

SIGNED R. E. Harris LOCATION The Dalles
For Ernest L. Scrivner

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
APR 13 1967

FORM E-30 REV. 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1967

6738

To: 1564 Mr. F. B. Klaboe
Assistant State Highway Engineer

OFFICE

SUBJECT: Old Columbia River Highway
Biggs-Rufus Section
Columbia River Highway No. 2
Sherman County

Mayor Bob Davis of the City of Rufus has again inquired about disposition of subject section, both within Rufus and from the west city limits to Biggs Junction. The City, he says, is anxious to have transferred to it the portion originally proposed in a triparty agreement which the City has signed but the County has refused to sign.

Mayor Davis is hoping to persuade the Sherman County Court to accept the portion westerly of Rufus; if unsuccessful, he hopes to sell the City on taking that portion west to Biggs Junction, Whether or not this can be done is questionable even if City should wish it.

According to an October 11, 1966 letter from Judge Miller (copy attached), the County might accept that portion between the west city limits of Rufus and the rock bluff east of Biggs Junction. Presumably the State would retain the portion between the rock bluff and Biggs Junction since the school people and the Grange have indicated so strenuously their desire that this old section remain open. An exhibit map of the subject section is attached.

Mr. Saling's office has had an inquiry (correspondence attached) as to the title of some land along this old section, but title to some of this right-of-way is still vested in the U.S. Government.

In order to answer Mayor Davis' inquiry, the above matters concerning the disposal, if any, of this section are submitted and your recommendations are requested.

P. B. Arensmeier
Mapping & Records Engineer
County and City Division

PBA:nr
cc: Earl Saling

Atts.

RECEIVED
APR 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR - 4 1967
ENGINEER
COUNTY & CITY DIVISION

4-12-67 R/R a ground ... 15/yr. ... our system. Pro ... Klaboe

SHERMAN COUNTY

MORO, OREGON

Oct. 11, 1966

VERNON I. MILLER, COUNTY JUDGE

L. E. Kaseberg,
County Commissioner
Luther W. Davis,
County Commissioner

P.B.Arensmeier
State Highway Department
Salem, Oregon 97310

NOTED
P. B. Arensmeier

Dear Sir:

After reading the a greement which you presented to the Sherman County Court, at our regular meeting last Wednesday; our District Attorney recommended that we accept only that portion of the highway 97 which lies east of the rock bluff east of Biggs Junction to the west city limits of Rufus. He felt that it would be more difficult for us to abandon that portion below the bluff to the adjoining property owners, than for the state to do so, because of local pressures. We are not in a position to properly police that area for falling rocks, and would probably be under considerable pressure from people in the area to retain it and keep it open, if we accepted it from the state.

We are sorry to delay this matter further, but it seems inadvisable for us to accept this problem area for the reasons stated above.

Sincerely yours,

SHERMAN COUNTY COURT

Vernon I Miller

BY
(Vernon I. Miller)
County Judge.

RECEIVED
OCT 1 [illegible]
ENGINEER
COUNTY & CITY DIVISION

NOTED
J. HARWELL

FORM E-123X 80M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 28, 1966

NOTED
RICHARD UNREIN

Mr. Wilson A. Streightiff
Superintendent-Principal
Sherman County High School
District CH-1
Moro, Oregon 97039

Dear Mr. Streightiff:

Reference is made to your letters dated November 10 and 22 concerning the desirability of keeping the old highway between Biggs Junction and the town of Rufus open after the completion of the new freeway.

Our analysis leads us to the conclusion that it will be necessary for the highway to be kept open and maintained for the foreseeable future. We still feel that this section should be maintained under the jurisdiction of Sherman County and the Town of Rufus and it is hoped that we can work out an agreement covering this before too long.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

RECEIVED
NOV 28 1966
ENGINEER
COUNTY & CITY DIVISION

F2K:srb

cc: Sherman County Court
Mr. C. R. Montgomery, Sherman County Intermediate Education District Board
Mr. George Winegar, Rufus Elementary School
Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Victor D. Wolfe - (4406) (4436)
Mr. F. D. Morgan
Mr. H. S. Cox
Mr. J. F. Putnam

NOTED
P. B. Arensmeier

NOTED
[illegible]WELL

Hwy 2, OR
Biggs-Rufus

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
P. B. Arensmeier

November 15, 1966

RECEIVED
NOV 16 1966
ENGINEER
COUNTY & CITY DIVISION

Mr. Wilson A. Streightiff
Superintendent-Principal
Sherman County High School
District CH-1
Moro, Oregon 97039

Dear Mr. Streightiff:

Reference is made to your letter of November 10 concerning the disposition of the old highway between Biggs Junction and the town of Rufus.

NOTED
RICHARD UNREIN

Several months ago the Sherman County Court tentatively agreed with the State Highway Department to accept the jurisdiction of the portion of this highway westerly of the city limits of Rufus. Later, after reviewing the matter in greater detail, they decided to delay any decision in this regard.

The State Highway Department has not as yet determined what the future of this highway will be. If it is to be eventually transferred to the County, the matter would have to be determined by them. If not, the State Highway Department would have to make a detailed study on the benefit that the highway would serve. In connection with this study, we would appreciate it if you would give us some more detail on the bus routing for the school children. This additional information can be best analyzed if it is accompanied by rough sketch maps of the bus routing along with some explanation of how the closing of the section on the west end of this highway would inconvenience you.

We will assure you that no action will be taken until after your information has been received and a thorough study made of the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe (FBK 1176)
H. S. Cox
F. D. Morgan
J. F. Putnam

FBK:srb

cc: Sherman County Court (Mem.)

NOTED
DON HARWELL

NOTED
P. R. Arensmeier

NOTED
H. S. C.

NOTED
UNREIN.

MEMO TO THE FILES:
October 27, 1966

Re: Abandonment Agreement
Biggs-Rufus Section
Columbia River Highway No. 2
Sherman County

An attempt has been made to dispose of the presently traveled route of the Columbia River Highway between Biggs Junction and Rufus upon completion of the new I-80N in this section.

On august 5, 1964, the Sherman County Court was approached with the proposal that the County accept the old section as a part of their road system. They agreed to accept only the portion from the west city limits of Rufus westerly for about 2 miles. They felt that the remaining mile or so west to Biggs Junction would be too much of a maintenance problem for them and therefore declined to accept that portion. It was thereafter planned to abandon this portion to the abutting property owners.

On May 4, the undersigned, Mr. Warfield, Assistant Division Engineer, and Mr. Hamilton, DMS, met with the Court and again discussed the possibility of the County accepting the entire old section of highway from Biggs Junction to Rufus and they agreed to this proposal on the basis that the lack of traffic and the possible excessive maintenance on the mile or so east from Biggs Junction would permit their closing of this section of the road at a future date.

On the same date Mayor Davis of the City of Rufus was contacted and he stated that the City was more than anxious to accept the section through their city, in fact, requested that some additional highway east of the city limits be transferred to them for access to

NOTED
DON

a proposed refuse dump they hoped to develop.

An agreement was then prepared with the approval of all highway agencies concerned to transfer all the presently traveled route of the Columbia River Highway between Biggs and the City of Rufus to Sherman County and that portion within and immediately east of Rufus to the City. See map attached.

The agreement was then presented to the City of Rufus and duly signed by the proper city officials and then presented to the Court at their session on October 5, 1966.

At this meeting Commissioner Kaseburg again reiterated the concern of maintenance on the portion just east of Biggs Junction. Judge Miller requested, since Commissioner Davis was not present and their district attorney would soon be available to review the agreement, that they be given more time to consider this document. Their decision in the matter not to sign the agreement is stated in the attached letter from Judge Miller.

The proprietor of the service station near the old Maryhill Ferry Slip road made inquiry as to his access to the new freeway through the construction division and this matter of abandonment was discussed with Mr. Morelock and Mr.Barbee. It is their consensus that this entire section should remain as a frontage road rather than abandoning the portion in question to the abutting property owners thus closing that section of road to the public.

P. B. Arensmeier
Mapping & Records Engineer

cc: Mr. F. B. Klaboe
Your recommendation for further action in this matter is requested.

MEMO TO FILES
August 6, 1964

RE: Abandonment Proposal
Biggs Rufus Section
Celilo-Biggs Section
Sherman and Wasco Counties

The Sherman County Court was approached on August 5 regarding proposals of abandonment of portions of subject sections to the county upon completion of the new construction in this area. The Court gave verbal agreement to accept that portion of the Biggs-Rufus Section westerly from Rufus interchange to a point at approximately Engineer's Station 197+50 (approximately 3-1/2 miles). The portion westerly from this point to Spanish Hollow near Biggs Junction (approximately 1.18 miles) is proposed to be abandoned to abutting property owners.

The County Court would not accept the portion of the Celilo-Biggs Section from Fulton Canyon easterly to Biggs Junction on the basis of use over this section by wheat and other farm products to the Biggs' warehouse. Presumably this portion would become a frontage road and the Fulton Canyon-Wasco Highway No. 301 would be extended westerly to Celilo upon completion of the new section.

P. B. Arensmeier
Mapping & Records Engineer
County and City Division

PBA:mm

cc: L. P. Shaw

FORM E-30X—80M—7-66 SP*23687-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1967

To: MEMO TO FILE

SUBJECT: Signing
Celilo-Rufus Section
Columbia River Hwy. No. 2 (I-80N)
Contract No. 6738

This Memo is to document a meeting held between Judge Vern Miller of Sherman County, Si Cox and Don Harvell of County - City Relations and the writer on this date.

Judge Miller wanted to know if the destination Arlington could be replaced by Rufus on the eastbound mileage sign trailing Biggs Junction. I told him that this would be possible and that our policy concerning mileage signs had been revised since this contract was let to sign for the next interchange on mileage signs.

He also inquired about the possibility of having signing for Biggs installed on the freeway at Biggs Junction. I informed him that the Highway Department was presently investigating the possibility of installing "Biggs NEXT RIGHT" signs as a result of a request by Mr. Lemmi Tsuboyo of Rufus.

Judge Miller stated that he wished to discuss these two signing changes further with his constituents before any changes be made. After he has done this he will write a letter to Mr. Edwards formally requesting any changes Sherman County deems necessary.

Douglas P. Daniels
Sign Design Engineer

DPD:em

cc: H. S. Cox
Tom Edwards

RECEIVED
JAN 17 1967
OFFICE OF

RECEIVED
JAN 11 1967

FOR FINAL

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 9, 1967

To: MEMO TO THE FILES

SUBJECT: Median Barrier Painting
Celilo-Rufus Section
Columbia River Highway

NOTED
F. B. KLABOE

On January 5, 1967 a meeting was held at Rogers Construction Company office near Fulton Canyon to attempt to decide what would be done with the median barrier and a few sections of guard rail as far as painting was concerned. Attending the meeting were:

Charles McInroe	Superintendent, Rogers Construction Co.
E. L. Scrivner	Resident Engineer, OSHD
J. F. Putnam	Division Engineer, OSHD
J. H. Walker	Ass't. Construction Engineer, OSHD

Rogers Construction Company had previously requested that the project be finaled out and that the painting of the median barrier be eliminated from the contract or in some other suitable way be taken care of rather than holding the project over until next spring until suitable painting weather prevailed. The State offered to eliminate the painting under the following conditions:

1. That a reduction of 12 cents per lineal foot for painting of the rail be made.. Note: Median barrier is considered to be 2 rails; therefore for example, 10 feet of median barrier constitutes 20 lineal feet of rail.

2. That all bags or paint protective devices now in place on the posts be removed.

3. That areas where the prime coat was placed and is peeling off or is unsightly be cleaned up satisfactorily.

4. If the contractor does not agree to the above, the contract as it is now in effect shall prevail and the painting will be done next spring.

The contractor will let us know which way he desires to go early next week after he consults with his guard rail subcontractor.

The Bureau of Public Roads has been advised of this and is in agreement.

John H. Walker
Assistant Construction Engineer

JHW:fp

cc Gordon Brooks
F. B. Klaboe
J. F. Putnam
E. L. Scrivner

RECEIVED
JAN 10 1967
STATE ENGINEER

FORM E-223X 50M 7-66

RECEIVED
JAN 12 1967
ENGINEERING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. WILLIAMSON, MEMBER
PORTLAND

I-84N-3(47)95
6-1-1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 5, 1967

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W.G. Johnson

Re: Closure of Old Columbia River Highway
between Biggs and Rufus
Celilo-Rufus Section
Columbia River Highway-Sherman County
Contract No. 6738
Project No. I-80N-3(47)95
YOUR FILE: D 315-2-96

Gentlemen:

This is in reply to your letter of November 16, 1966 wherein you inquire as to the State's intention to close the portion of the old Columbia River Highway (US 30) between Biggs and Rufus upon completion of Interstate 80-N in this area.

Although we have considered this action, we have concluded that it will be necessary for the highway to be kept open and maintained by the State for the foreseeable future.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

NOTED
F.B. KLABOE

TWL:sg

cc: F.B. Klaboe (w/ UPRR letter)
H.S. Cox
J.F. Putnam

RECEIVED
JAN
OFF
STATE HI

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2528 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

November 16, 1966

File: D 315-2-96

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Celilo - Rufus Section
Columbia River Highway

Dear Sir:

My office has been informed that the Oregon State Highway Department is considering the closure of Old Highway 30 between Biggs and Rufus when Interstate Highway construction on the above-reference section is completed.

Wish to point out that our agreement with the State dated April 14, 1961, Section 3, MAINTENANCE, requires the State to keep and maintain at all times the existing highway and appurtenances in good condition and repair between Celilo and Rufus.

In light of this requirement, will you please advise concerning the State's intentions to close a portion of the old highway.

Very truly yours,

W. G. Johnson

I-80N-3 (47)95 #6738

Celilo-Rufus Sec.,Columbia R. Hwy.(Grad. pav. struc. and signing)

1965

Folder # 1

RR 563

RR 640

RECEIVED
FORM E-1233 SDH 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-3(47)95

6-5

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 16, 1966

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Service Road Easement for UPRR
Celilo-Rufus Section
Columbia River Highway
Sherman and Wasco Counties
Projects No. I-80N-3(47)95— 6738
and I-80N-3(24)102

Dear Sir:

The Union Pacific Railroad Company desires to construct a service road on the north side of their tracks between Biggs and Rufus, and in order to do so, request that the State grant to the railroad easements on the Interstate right of way as shown in blue in their Exhibit "G" (two copies of which are attached hereto).

You will also find attached two copies of the railroad's letter dated February 3, 1966, requesting us to grant this easement, and three copies of a draft of a supplemental agreement setting forth the conditions pertaining to the granting and use of this easement.

We have reviewed this proposal and find it acceptable to the State. The right of way remaining after this easement is granted will be suitable and completely adequate for the present or foreseeable future needs of the Interstate Highway System. This proposed relinquishment will in no way diminish our complete control of access to the traveled way of the Interstate Highway. We recommend your approval of this proposal as submitted by the railroad.

Very truly yours,

F.D. Morgan
Construction Engineer

By

T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

cc: F.B. Klaboe
L.H. Young
C.H. Maison
D.H. Moehring
J.F. Putnam
E.L. Scrivner
Jack Sollis
F.W. Sugnet

RECEIVED
DEC 21 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
REDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Exhibit (47) 15

6738

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 16, 1966

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION : Mr. W.G. Johnson

Gentlemen:

Re: Revision in Fencing for Service Road Easement
Celilo-Rufus Section
Columbia River Highway
Sherman and Wasco Counties
Contract No. 6738
Project No. I-80N-3(47)95
YOUR FILE: D 315-2-96

This is in reply to your letter of November 9, 1966 concerning your request for an easement for a service road contained in your letter dated February 3, 1966.

As stated in my letter of May 31, 1966, we have constructed this fence as shown on your Exhibit 'G', dated January 31, 1966. However, the formal approval and granting of this easement has been ensnared in various procedures with the State, the U.S. Army Corps of Engineers, and the Bureau of Public Roads.

This is now being considered by the Bureau of Public Roads, and you will be advised as soon as we have this matter resolved with the Bureau and the Corps.

Very truly yours,

F.D. Morgan
Construction Engineer

By
T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

NOTED
F.B. KLABOE

cc: F.B. Klaboe
L.H. Young
C.H. Maison
D.H. Moehring
J.F. Putnam
E.L. Scrivner
Jack Sollis
F.W. Sugnet

RECEIVED
DEC 10 1966

RECEIVED
DEC 16 1966

NOTED
F. B. KLABOE

I-5(N-3(47)95
CNMBNM
6129

PMI CON BND TELXX TDL 76 12-16-66 8.57 AM

F B KLABOE
F D MORGAN
J F PUTNAM

RE CELILO-RUFUS SECTION. PLEASE BE ADVISED THAT THIS PROJECT WAS COMPLETELY OPNED TO TRAFFIC ON THURSDAY, DECEMBER 15, 1966. WESTBOUND LANES WERE OPENED AT 10.00 AM AND EASTBOUND LANES AT 4.30 PM.

E L SCRIVNER
LO
03.17.67.

Form E-206—5M

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date DEC 21 [illegible] By [signature]
Title Div. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Celilo-Rufus Date December 13, 1966

Highway Columbia River Contract No. 6738

County Sherman and Wasco Prefix 633-1094

Contractor Rogers Construction Co. F. A. Project No. I-80N-3(47)95

Address 11760 N.E. Glisan, Portland, Oregon 97220 Order No. 7 (Supplemental) No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install 9.5 lin.ft. of 6" drain pipe and install 60 ft. of 8" CMP from drain pipe at Bt. 2.

JAN 3 1967
OFFICE
STATE HIGHWAY ENGINEER

REFERRED TO
[signature]
STATE HWY. ENGR.

Location by station numbers:

Rufus Overcrossing E.B.
Bt. 2 83+34.80

Estimate of quantities and cost:

	Original	Supplemental No. 1
Equipment Rental, labor & material	$300.00	
Labor		$100.00
Material		170.00
NET INCREASE		$270.00
Original	300.00	
Supplemental No. 1	270.00	
	$570.00	

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work necessary to comply with Union Pacific Railroad request to divert water from down spouts away from railroad ditch. This work is not included in the construction plans. (a) Contractor's percentage shall be in accordance with the agreement with A.G.C. and provisions of this contract. This work has started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,347,855.39
Present estimate of project cost, including $270.00 for work under this order	$3,937,980.00
Expected under-run amount	$409,875.39
Expected under-run per cent	9.4

Space to right of this line is for use of Salem Office

Submitted by: /s/ Ernest L. Scrivner, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. H. Warfield, Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

SP*23577-734

Form R-300—634

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

G1-P

TO BE PERFORMED ON FORCE ACCOUNT BASIS

DEC 5 1966

U.S. Bureau of Public Roads

Project Name Celilo-Rufus Date December 12, 1966

Highway Columbia River Contract No. 6738

County Sherman and Wasco Prefix 633-1094

Contractor Rogers Construction Co. F. A. Project No. I-80N-3(47)95

Address 11760 N.E. Glisan St. Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install guard rail at location of Type "A" sign and salvage existing median barrier and concrete end piece to provide for connection with existing median barrier at west end of project.

Location by station numbers:

Sta. 35+50 - Sta. 36+00 Rt. of East bound
Sta. 70+52 - Sta. 71+16 Center line

Estimate of quantities and cost:

Equipment Rental	$ 150.00
Material	100.00
Labor	250.00
NET INCREASE	$ 500.00

RECEIVED
JAN 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work not included in construction plans and cannot be paid for under any of contract bid items. All work to be performed in accordance with Standard Specifications 1964 as supplemented and modified by Special Provisions of this contract. (a) Contractor's percentages shall be in accordance with the agreement with A.G.C. (b) Equipment rental rates are in accordance with A.G.C. agreement. Approval received from Salem 12-5-66. Work started 12-6-66.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,347,855.39	
Present estimate of project cost, including $500.00 for work under this order	$3,937,710.00	
Expected under-run amount	$410,145.39	
Expected under-run per cent	9.4	

Submitted by: /s/ Ernest L. Scrivner, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. H. Warfield, Division Engineer

Approved: /s/ L. H. Young, Deputy State ~~Highway~~ Engineer ~~Commission~~ Office Engineer.

SP-22871-734

Young 1-4-67

RECEIVED
DEC 13 1966
FOR FILE...
I-5ON-3(42)95
6.1-8

Salem, Oregon
December 12, 1966

Ivan Merchant
Bridge Engineer

We have had some criticism from the Bureau of Public Roads' auditors and area engineers concerning our omitting of the design load on bridge footings from the plans. Hereafter, please do the following:

1. Show design footing loads in total kips per footing.

2. Specify the loading to which the piling are to be driven.

3. Specify a minimum length of pile penetration. This should be in the approximate 15-foot range.

4. I would prefer that the foundation data be shown in profile fashion rather than in drill hole results.

5. I again call your attention to the fact that this office scrutinizes very carefully the specified footing depth. It is our belief that only in rare cases should the footing elevation be raised and then on special approval of this office.

TE:js

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1966

RECEIVED
DEC 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Citations on BPR Inspection-in-Depth Reports

To: Mr. Tom Edwards
Assistant State Highway Engineer

B U I L D I N G

The history behind showing certain footing and foundation design data is as follows:

Footing pressure computed to 0.1 ton and pile load computed to 0.1 ton were shown on plans until about 3 years ago. This resulted in numerous arguments with contractors and with personnel in BPR. Contractor used information to argue for reducing the amount of excavation required or for extra compensation for digging in material more difficult than plans indicate. Similar arguments were used regarding the bearing of piles and extra effort required to drive them to what we considered adequate penetration. As a result of this harrassment, the "design" information was taken from the plan.

We substituted information necessary to adequately construct the structure. This information includes:

1. Required bearing capacity of piles.
2. Required penetration of piles.
3. Required penetration and bearing of piles.
4. Dimensions of footing.
5. Elevation of bottom of footing.

This change has denied our resident engineers of information regarding design data and they are not able to recognize conditions different than were visualized by our designers. It is this information that will be furnished to the field.

Many of our structures are included in grading jobs and both Construction and Bridge resident engineers are in need of this information. The Division Engineer is the office having supervision over both divisions and is the logical office to coordinate the distribution.

A. A. Rear
Assistant Bridge Engineer

AAR:mb

NOTED
TOM EDWARDS

FORM P.E.-30

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 28, 1966
Salem, Oregon

SUBJECT: Citations on BPR Inspection in Depth Reports

To: All Division Engineers,
Resident Engineers and
Resident Bridge Engineers

The enclosed copy of the BPR memorandum, dated November 7, 1966, relative to a Statewide Inspection-in-Depth on structures points out several short comings in our documentation procedures.

The enclosed additions to the Bridge Division Construction manual give instructions necessary to eliminate the short comings pointed out in items 1, 2, 3 and 5 of the memorandum. These instructions must be followed carefully since future citations on these items will not be tolerated.

With respect to item 4 of the memorandum, it will be the responsibility of the Chief Bridge Design Engineer to furnish design footing loads and design pile loads to the division engineers who will in turn supply them to the appropriate resident engineer.

Relative to item 6, division engineers have been contacted by personnel from the construction department, however, we want to again emphasize that progress record samples must be obtained for the various concrete components early in the life of the job. Additional progress samples should be taken during the life of the job as necessary.

Ivan D. Merchant
Bridge Engineer
By:

A. A. Rear
Assistant Bridge Engineer

F. D. Morgan
Construction Engineer

RECEIVED
NOV 2 1966
STATE HIGHWAY ENGR.

SURFACE TREATMENT DESIGN

RWE:jf
cc: J. H. Walker
A. A. Rear
L. L. Wallace

Want to Report

Bridge Division Construction Manual
Piles
Article 403-4.1 Basis of Measurement
Issue of November 25, 1966
Supplements issue of March 1, 1966

Article 403-4.1 Basis of Measurement

In addition to the required documentation for pile driving as outlined in the issue of March 1, 1966, covering use of the new pile record book, the following information must also be recorded:

1. Type hammer used and energy rating of same.

2. Formula used to determine the bearing of the pile. This for each type pile and hammer included in each pile record book.

3. Calculations, using the above formula, showing determination of the penetration per blow (set) required to obtain the specified bearing. This may be converted to blows per inch. This to be done for each type pile included in each pile record book.

4. Statement indicating the total penetration of the pile when it is shown in the plans or specifications. This to be done for each type pile and footing included in each pile record book.

The above should be shown on a separate page of each pile record book in a manner similar to that shown on the attached sheet.

The column "Set/Brg." in the pile record book should show the actual set and actual bearing of the pile as driven.

The theoretical set and bearing should be shown on the calculation sheet as indicated above.

PILE RECORD FOR Wet Creek # 7777 (JOB NAME AND NO.) INSPECTOR D Sockem 11/22/66

HAMMER MAKE TYPE SIZE KIND OF PILING

BP*33362-734

LOCATION	ORIG. ORD. LEN.	REV. ORD. LEN.	DEL. LEN.	FRESH HEAD	LEN. IN LEADS	SPLICES PAY	SPLICES NO PAY	CUT-OFF SALV.	CUT-OFF SCRAP		DRIVEN LEN.	CUT-OFF ELEV	TIP ELEV.	SET / BRG.	DATE / INSP	REMARKS AND SKETCHES
Treated Timber Piles: Req'd. bearing = 20 tons (see plans) Hammer = Vulcan 08 (Air Oper.); Energy rating = 26,000 ft. lb. Use ENR formula: $P = \frac{2WH}{S+0.1}$; $20(2000) = \frac{2(26000)}{S+0.1}$; $S+0.1 = 1.3$ $S = 1.2$"/blow req'd. for specified bearing.																
12" BP 53# Piles: Req'd. bearing = 40 ton (see plans) Hammer = Vulcan 08 (Air Oper.); Energy Rating = 26,000 ft. lb. Use ENR formula: $P = \frac{2WH}{S+0.1}$; $40(2000) = \frac{2(26000)}{S+0.1}$; $S+0.1 = .65$ $S = .55$"/blow req'd. for specified bearing. Plans require piles to be driven to a tip elevation not higher than 420.																
Treated Timber Piles: Req'd Bearing = 20 tons (see plans) Hammer = 3200 lb. drop hammer Use ENR formula: $P = \frac{2WH}{S+1.0}$; $H = 10'$ fall. $20(2000) = \frac{2(3200)(10)}{S+1.0}$; $S+1.0 = 1.6$ $S = .6$"/blow req'd. for specified bearing.																

Bridge Division Construction Manual
Article 9-10 Partial Payments
Issued 11/23/66
Supplements F. D. Morgan Letter of
September 20, 1966

Article 9-10 Partial Payments

Mr. Morgan's letter of September 20, 1966, points out the need for computations or other suitable data to substantiate the percentage of a lump sum item as included in a monthly progress payment. This need extends to all items included in the monthly progress payment.

It is necessary that each resident keep on file in his office a written summary or work sheet showing how the amount of each item included on the monthly estimate was determined. This summary will then be available as necessary to substantiate monthly payments to the contractor.

Bridge Division Construction Manual
Article 105-4.3, 105-4.4
Structural Excavation and Structural
Excavation Below Elevation Shown
Issued November 21, 1966

Article 105-4.3 Structural Excavation (Measurement)

This article defines the maximum limits for structural excavation quantities which will be allowed for payment, providing this maximum amount is actually removed. If quantities less than the maximum (one foot outside the footings, etc.) are excavated, only the actual amount excavated will be included in the quantity allowed for payment.

In order to provide documentation for the quantity of structural excavation allowed for payment it is necessary that, in addition to original ground elevations, the field notes show the actual elevation of the bottom of the footings or actual elevation of the top of footings plus a field measurement of the actual depth of the footing. Also necessary are notes which provide sufficient information about the size (width and breadth) of the excavated hole to substantiate payment for structural excavation as made. In other words, provide documentation to the fact that the contractor did excavate to or beyond the one foot outside of footing limit and is entitled to maximum payment for structural excavation. If the contractor did not excavate to this limit, this should be shown in the field notes and structural excavation paid accordingly.

Article 105-4.4 Structural Excavation Below Elevations Shown

Field notes must clearly indicate the excavation, if any, which is Structural Excavation Below Elevations Shown. Include elevation shown, bottom of footing elevation (or top of footing elevation with a field measure of the actual depth of footing), and actual side limits of the hole.

As per previous instructions, all notes must be identified, dated and signed.

RECEIVED
DEC 6 - 1966
FOR FILING

I-205-3(47) 9
6738
206

December 5, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Summary Report of Statewide Inspection in Depth on Quantity and Cost Control

Dear Sir:

Your summary of findings on the statewide inspection of quantity and cost control has been received and reviewed. Following are our comments regarding the four items which you believe need corrective action.

Item 1: Progress payments for work completed on a lump-sum basis were not adequately supported by field records.

The State has taken action on this item by issuing instructions to the personnel responsible for progress payments to see that proper records are made and retained which will act as substantiation for progress payment on lump-sum items.

Item 2: Weight Memo Books not properly validated by weighmen.

The State's action on this item has been to clarify instructions and revise Form E-82, Weigh or Load Memo, so as to include a place for signature.

Item 3: Sprinkling Tally Sheets and Material Receipt Tickets not fully completed.

The State's action has been to discuss the deficiencies with the offenders in this particular case and it again will be an item of discussion in this winter's Resident Engineers and Inspectors meetings.

Item 4: Determination of quantity of asphalt for a pay quantity needs attention.

The State has issued instructions to the field regarding proper procedures and records for determination of asphalt quantities. Most problems along this line are in asphaltic concrete mixes. Conditions are different in contractor's field plants as against commercial plants as far as operation for State projects is concerned. Therefore, no set procedure can be established.

This problem will also be discussed at this winter's Resident Engineer and Inspector meetings.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young

JHW:fp srb

RECEIVED
NOV 30 1966

I-8-1-3(47)-95
6739

November 29, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

1140

Dear Sir:

Re: Statewide Inspection-in-Depth Summary
Regarding Structure Project Source
Record Documentation for Contract Item
Payment

Your summary of the statewide inspections-in-depth regarding the phase of Structure Project Source Record Documentation for Contract Item Payment has been reviewed.

While some of the deficiencies noted in this report have been previously discussed with our field people, it was considered necessary to again bring them to their attention.

Attached is a copy of informational and instructional correspondence directed to our field personnel which refers to the correction of the deficiencies as noted in your report.

Regarding your General Comments, we believe that our records are, for the most part, good and have improved over the past few years. We are gratified to find that you found this to be the case.

Very truly yours,

NOTED
F. B. KLABOE

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young

Bridge Division Construction Manual
Piles
Article 403-4.1 Basis of Measurement
Issue of November 25, 1966
Supplements issue of March 1, 1966

Article 403-4.1 Basis of Measurement

In addition to the required documentation for pile driving as outlined in the issue of March 1, 1966, covering use of the new pile record book, the following information must also be recorded:

1. Type hammer used and energy rating of same.

2. Formula used to determine the bearing of the pile. This for each type pile and hammer included in each pile record book.

3. Calculations, using the above formula, showing determination of the penetration per blow (set) required to obtain the specified bearing. This may be converted to blows per inch. This to be done for each type pile included in each pile record book.

4. Statement indicating the total penetration of the pile when it is shown in the plans or specifications. This to be done for each type pile and footing included in each pile record book.

The above should be shown on a separate page of each pile record book in a manner similar to that shown on the attached sheet.

The column "Set/Brg." in the pile record book should show the actual set and actual bearing of the pile as driven.

The theoretical set and bearing should be shown on the calculation sheet as indicated above.

November 22, 1966

Bridge Division Construction Manual
Article 105-4.3, 105-4.4
Structural Excavation and Structural
Excavation Below Elevation Shown
Issued November 21, 1966

Article 105-4.3 Structural Excavation (Measurement)

This article defines the maximum limits for structural excavation quantities which will be allowed for payment, providing this maximum amount is actually removed. If quantities less than the maximum (one foot outside the footings, etc.) are excavated only the actual amount excavated will be included in the quantity allowed for payment.

In order to provide documentation for the quantity of structural excavation allowed for payment it is necessary that in addition to original ground elevations, the field notes show the actual elevation of the bottom of the footings or actual elevation of the top of footings plus a field measurement of the actual depth of the footing. Also necessary are notes which provide sufficient information about the size (width and breadth) of the excavated hole to substantiate payment for structural excavation as made. In other words, provide documentation to the fact that the contractor did excavate to or beyond the one footoutside of footing limit and is entitled to maximum payment for structural excavation. If the contractor did not excavate to this limit, this should be shown in the field notes and structural excavation paid accordingly.

Article 105-4.4 Structural Excavation Below Elevations Shown.

Field notes must clearly indicate the excavation if any, which is Structural Excavation Below Elevations Shown. Include elevation shown, bottom of footing elevation (or top of footing elevation with a field measure of the actual depth of footing), and actual side limits of the hole.

As per previous instructions, all notes must be identified, dated and signed.

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Routing

RECEIVED
NOV 17 1966
CONSTRUCTION
DIVISION

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 7, 1966

In reply refer to: 08-35.6/439

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: F. B. Klaboe

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Statewide Inspection-in-Depth Summary #35-66-EID(23-S)30
Structure Project Source Record Documentation for Contract Item Payment

We have been continuing our statewide inspections-in-depth, and through the months of June, August, and September have been inspecting source record documentation on structure projects.

Our engineers have inspected the structures on four projects for this phase as follows:

6738 I-80N-3(47)95, Celilo - Rufus Section
6729 I-80N-7(15)320, Oxman - Bubbs Ranch Section
6773 F-135(7), Burnside - Big Creek Section
6884 F-330(5), Highbanks Road - 57th Street (Springfield) Section

You have previously been furnished copies of the reports for each inspection. Individual project deficiencies were discussed with your field personnel.

While the projects inspected were limited in number, our review indicates the following items are either repetitive or of sufficient importance that action should be taken on a statewide basis to prevent recurrence of similar situationson future projects.

1. Structural Excavation Limits Not Specifically Defined in Field Books

   It was repeatedly found that the bottom and side limits of the structural excavation were not recorded. The apparent normal practice is to record an average top of footing elevation and leave it to be assumed that the footing was the plan thickness to determine a bottom of excavation elevation. The side limits for excavation were found to always include an extra one foot around the footing with no reference that the material was actually excavated.

NOTED
F. B. KLABOE

11-15-66
REFERRED TO
By Asst. State Hwy. Engr.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

It is recommended that field books be upgraded to show that the excavation quantity is as specified under Article 105-4.3 of the 1964 Standard Specifications.

2. Structural Excavation Below Elevation Shown Limits Not Specifically Shown in Field Books

In the cases where structural excavation was carried below plan elevation there was no indication in the field books that a new contract pay item was involved.

It is recommended that the plan footing elevations be shown in the field books, especially where excavation is carried below plan elevation.

3. Pile Driving Field Books Should Indicate the Required Pile Bearing and/or Penetration

While the new pile field books are very complete, it was sometimes found that the required bearing and/or penetration was not recorded in the book. It is suggested that such information be included for the benefit of the inspector and also that the penetration per blow be shown, both actual and required.

4. Resident Engineer Not Furnished with Sufficient Amount of Basic Design Information

In all cases it was found that the Resident Engineer did not have information regarding design footing loads and design pile loads. Such information is considered desirable to determine the adequacy of foundations.

It is recommended that such information be routinely furnished to the field engineers.

5. Progress Payment Records Should be Standardized

The field review of progress payment records generally proved to be difficult. The records were kept in different places and different forms on every job, making it quite difficult to review them without having the man who made them present for assistance. In some cases the records were sketchy and almost impossible to verify without a considerable amount of backtracking. It was further noted that in two instances the project personnel must have also had difficulties because items were not up to date with the work performed.

(more)

It is recommended that the State standardize the method of keeping progress payment records to improve clarity and to insure correct payments from month to month for all work accomplished.

6. Record Sampling of Concrete Components Not Complete

It was generally found that the Resident Engineers were not aware of the requirements for record sampling of concrete components.

It is recommended that supplemental instructions be issued to update record sampling requirements of concrete components.

7. General Comments

It was found on this inspection series that structure project records are generally good, showing an improvement in the past several years. Pile records are an example of substantial improvement. The items noted in this summary should indicate that the problem of basic records is fairly well solved on a statewide basis, but that improvements can still be made in some areas.

RECEIVED
NOV 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

Form E-300—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement to additional funds as set
Date [illegible] G. I. P[illegible]
U.S. Bureau of Public Roads

Project Name Celilo-Rufus Section Date November 23, 1966

Highway Columbia River Contract No. 6738

County Sherman and Wasco Prefix 633-1094

Contractor Rogers Construction Co. F. A. Project No. I-80N-3(47)95

Address 11760 N.E. Glisan St., Portland, Oregon 97220 Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate existing pavement from westbound lanes, remove and reinstall section of existing median barrier, and rearrange existing Type 2 barricade at east end of project. This work necessary to provide proper grades with which to connect into existing highway, and to control traffic during construction operations.

Location by station numbers:

Station 182 to Station 190 (Rufus Section)

RECEIVED
DEC 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Equipment	$ 450.00
Labor	700.00
Net Increase	$1,150.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work not included in construction plans and cannot be paid for under any of contract bid items: (a) Contractor's percentages shall be in accordance with the agreement with the A.G.C. and provisions of this contract; (b) Equipment rental rates are to be in accordance with A.G.C. agreement. This work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,347,855.39
Present estimate of project cost, including $1,150.00 for work under this order	$4,245,378.03
Expected under-run amount	$ 102,477.36
Expected under-run per cent	2.4

Space to right of this line is for use of Salem Office

Submitted by: /s/ Ernest L. Scrivner
Resident Engineer

Approval Recommended: /s/ L. H. Warfield
Division Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Engineer of Construction

Approved /s/ L. H. Young
Deputy State Highway Engineer or State Highway Engineer or Director of Public Works or Office Engineer.

NOTED
DEC 13 1966

Approved 12-6-66

RECEIVED
NOV 29 1966
FOR FILING

6738

477 Cottage Street NE.
Salem, Oregon 97301

November 18, 1966

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed By
T. Doe
Eng. Coordinator

for A. W. Parsons, Division Engineer
Salem, Oregon

08-35.9

Statewide Inspection-in-Depth Control No. 66-35-HID(245)36
Summary Report - Quantity and Cost Control - Phase 24

We have completed our Statewide inspections-in-depth, Quantity and Cost Control, Phase 24. The inspections were made during June, July and August 1966.

We inspected 4 projects for this phase, 1 primary and 3 interstate projects. They were located in 4 of the 6 State highway divisions. You were furnished copies of the reports for each of the projects as follows:

Date	Report No.	Project No.	Division
July 13, 1966	35-66HID(24)10	I-80N-3(47)95	4 6738 / 6518
August 8, 1966	35-66-HID(24)16	I-5-2(41)91	3
August 30, 1966	35-66-HID(24)18	I-80N-5(21)176	5 6795
August 31, 1966	35-66-HID(24)19	F-135(7)	2 6773

Individual project deficiencies and recommendations for corrections were discussed in these reports and the State has already taken corrective action on some of these deficiencies.

Although the projects inspected were limited in number, our review indicated that the following items were either repetitive or of sufficient importance that corrective action should be taken on a Statewide basis.

1. On all projects inspected the progress payments made for work completed on a lump-sum basis were not adequately supported by field records. There were no notes, memoranda or calculations that showed the amount of lump-sum work completed, date completed or how the amount allowed on the progress estimate was determined.

NOTED
F. B. KLABOE

cmg-6.11 Morgan
Jerry th
Young
11-28-66

(more)

2. On Projects I-80N-3(47)95 and I-5-2(41)91 there were approximately 20 weight memo books, Form E-82, which were not properly validated by the weighman.

3. On Project I-502(41)91 Material Receipts, Form E-10, for sprinkling did not show the station where the material was placed. In some instances Sprinkling Tally Sheets did not show sufficient information to support the disallowance when the entire hauled quantity was not allowed. Some receipts were prepared the day after the water was placed. The result was that the material receipts and the tally sheets did not reconcile for a particular day.

4. On Project I-5-2(41)91 the quantities of asphalt incorporated into the project were not maintained on an "as used" basis. The contractor was supplying material from his asphaltic concrete plant to other similar projects at the same time. The payment to the contractor for asphalt is based on supplier invoice quantities, less the quantity remaining at the completion of an estimate period.

The quantities paid on progress estimates for these projects were determined by the average percentage of asphalt in the mixture as determined by daily tests. This procedure could result in the apportioning of unaccountable asphalt used to each project supplied from this plant.

The deficiencies disclosed indicate the need for strengthening the supervision over the preparation and maintenance of project field records. A uniform system, properly supervised and controlled, would assure compliance with the State's policies and procedures regarding documentation of work performed. This could be realized by an effective procedures review unit previously recommended. The improvement in the record keeping as a result of the support and direction by the Headquarters office would assure maximum Federal participation.

cc:
Region

NOV 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 31 1966
FOR FILING
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 27, 1966

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon 97220

RE: Celilo-Rufus Section
Columbia River Highway
Contract No. 6738

Gentlemen:

Reference is made to your recent request for an extension of the specified completion date on the subject contract.

A review of the data available to us concerning your request indicates that you were prevented the use of part of the right of way on this project after the date which was anticipated and set forth in the special provisions. The Standard Specifications provide that increases in the contract time may be granted for certain reasons; however, only to the extent that they actually increase the time required for completion of the work to be done under the contract. Your presentation and a review of the information available to us in our files does not establish that the increases in slope protection material and the delay in acquiring right of way have actually been critical factors in delaying the final completion of this contract.

In order to give your request a favorable recommendation, we must have information definitely showing that the plan change and right of way delay will be responsible for delay in the total contract performance. Any charts, graphs, or a schedule showing delay from these causes would be most helpful.

Very truly yours,

Forrest Cooper
State Highway Engineer

OCT 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

By F. D. Morgan
Construction Engineer

JAB/DES:sg:fp
cc F. B. Klaboe
J. F. Putnam
E. L. Scrivner

RECEIVED
OCT 31 1966
FOR FILING
-X-31
6/25

October 26, 1966

Original in Rd. 11 Re. Hwy

The Honorable Robert M. Davis
Mayor of Rufus
P. O. Box 27
Rufus, Oregon

Dear Mayor Davis:

We have received your request for rather extensive revision in the signing that is currently under contract on the Celilo-Rufus Section of I-80N.

During the summer of 1965, plans for signing on this section were given to the City of Rufus with the request that the City review the plans and transmit their comments to the Highway Department. Until receipt of your letter, we had no reply from the City of Rufus.

Your request to make signing revisions on these projects comes at a rather late time, since the work is nearing completion and the signs are in the process of being installed or will be in the very near future.

Because of the lateness of your comments, it will not be possible to make revisions in the current signing contract. However, we will, after the signs have been installed, revise the signing as follows by means of legend overlays made on the signs:

1. On Sign No. 13 at the Celilo Interchange, the destination of "RUFUS" will be added.

2. On Sign No. 7 at the Celilo Interchange, we will delete "ARLINGTON" and add "RUFUS".

3. At the Biggs Interchange, we will delete "ARLINGTON" and add "RUFUS" to Sign No. 39. At this same

location we will also add the destination "RUFUS" to Sign No. 49.

4. We will add the destination of "WASCO" to Signs 75, 78 and 80 at the Rufus Interchange.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter - Will you please make the above revisions by rider boards with State forces after the contract has been completed.
F. E. Crandall
J. F. Putnam

LEG:mk ja

FORM S-30 SSH 10-65 SP*22401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
October 17, 1966

SUBJECT: Celilo-Rufus Section
Contract No. 6738
I-80N

To:

Mr. F. B. Crandall
Traffic Engineer
State Highway Department
Salem, Oregon

Attention: Mr. L. E. George

The City of Rufus has finally found time to request changes in the signing of I-80N in both the Rufus area and East and West. At this late date we are well into the signing work and any changes will have to be done on an extra work basis. Possibly some of the requests are justified; however, I will leave it to you as I am not fully cognizant of our policy regarding destination signs. If any changes are to be made, please advise at an early date.

J. F. Putnam
Division Engineer

RECEIVED
OCT 18 1966
TRAFFIC ENGINEERING

JFP:me
Encls.
cc: E. L. Scrivner

Bud -
Plans were sent as
Exhibits for approval.

Wasco Co
Celilo

Shannon Co
Prineville
Burns

City of Rufus
Rufus

Doug

MAYOR
R. H. DAVIS
(503) 739-2558

COUNCIL
HARVEY R. HANSON, PRES.
(503) 739-2230
JACK J. BEERS
(503) 739-2203
D. C. DWIGART
(503) 739-2256
CLARENCE G. WATSON
(503) 739-2512

City of Rufus

P. O. BOX 27
RUFUS, OREGON 97050

RECORDER
MRS. MARGIE L. PARDUE
(503) 739-2256

September 5, 1966

Mr. Ernest L. Scrivner
State Highway Department
Box 302
The Dalles, Oregon

Dear Sir,

Study of the maps and their accompaning sign details of the Celilo-Biggs Junction-Rufus interchanges on the newly relocated I-80N freeway thru Wasco and Sherman Counties, Celilo-Rufus section prompts us to ask for the following changes of the highway signing.

No. 1: East bound from The Dalles at Celilo interchange sign #13 reads Pendleton, we would like to have it read Rufus instead of Pendleton or have the name incorporated in the sign. On ramp sign at Celilo

No. 2: East bound on the Freeway, sign #7 reads: Arlington 39, Pendleton 111, again no metion of Rufus. We would like to have the name of our city on this sign instead of Pendleton, plus the number of miles, or again incorporated in the sign. We feel that the name of Rufus should come first as we are the nearest incorporated city. Trailing Mileage Sign at Celilo

No. 3: At Biggs Junction there are no signs with the name of Rufus on them although all other points are freely signed. Therefor, we feel that sign #39 should read Rufus plus miles, and the Arlington-Pendleton signs be placed east of the Rufus interchange as this is very close to our city limits. Also, sign #49 again directs to Arlington and Pendleton without the name of Rufus. Sign 39 is Trailing mileage at Biggs Sign 49 is on ramp sign at Biggs, does not direct for Arlington only Pendleton

No. 4: At the Rufus interchange we would like to have added to signs # 75 and 78 and 80 the name of Wasco, plus 97 South. Remp termini signs at Rufus.

We request that your office review this at your earliest convenience and make the necessary changes, as we feel that directional signs to other cities should be placed past our interchange, and that signs past thier interchanges direct traffic toward our city.

In visiting the areas leading from the signs of both Arlington and The Dalles, we find that the name of Rufus has been omitted from all signs both to the east and the west, and that we are recognized only in the entrance of the Rufus interchange. The Dalles Interchange & Arlington Interchange

MAYOR
R. H. DAVIS
(503) 739-2555

COUNCIL
HARVEY R. HANSON, Pres.
(503) 739-2230
JACK J. DEER
(503) 739-2203
D. C. SWIGART
(503) 739-2256
CLARENCE G. WATSON
(503) 739-2512

City of Rufus

P. O. BOX 27
RUFUS, OREGON 97050

RECORDER
MRS. MARGIE L. PARDUE
(503) 739-2236

We are deeply concerned about this omission and as our economy, like other cities and towns along the highway, are dependent on the trade brought by the traveling public. We would greatly appreciate your prompt action in correcting this oversight.

May we receive a favorable reply from your office as soon as is possible.

Yours very truly,

Robert H. Davis

Robert H. Davis, Mayor
City of Rufus

RECEIVED
OCT 27 1966

I-[illegible] 2(17) 15
6[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1966

SUBJECT: Celilo-Rufus Section
Columbia River Highway
Contract No. 6738

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

We have received a request for an extension of time from Rogers Construction Company on the subject contract. The request is for an extension from October 31, 1966 to February 2, 1967, based on delays in obtaining access to right of way and additional slope protection material added to the contract.

A review of the circumstances surrounding this request indicates that the contractor was prevented the use of the right of way between Stations 80 and 90 (Rufus railroad overcrossing area) after the date anticipated in the special provisions; however, it is difficult to ascertain the exact amount that this would delay the completion of the total contract, it at all. There was some embankment to place in the overcrossing approach fills, but probably the more critical work to be done in this railroad area was the two overcrossing structures. The area was available April 6, 1966 and was supposed to have been ready February 1, 1966. The contractor has apparently included this entire 64 days in his request.

The additional slope protection material, which has not yet been placed, may be a valid reason for granting an extension, but until the contractor's production rate is ascertained and the work placed in perspective, it is impossible to do more than speculate as to the actual justified amount. The additional material increases the plan quantities from approximately 5,000 cubic yards to 8,000 cubic yards, or roughly 60 per cent.

The Standard Specifications state that increases in contract time will be allowed for justified reasons, to the extent that they actually delay the progress of the work. From the very limited information furnished by the contractor and additional information available in our files, we are unable to ascertain the actual delay. We propose, therefore, to request from the contractor additional information which will show that his reasons for requesting an extension will actually delay the

NOTED
F. B. KLABOE

10-26-66

final completion of the project. A preliminary discussion of this time request with the Bureau of Public Roads brought out the need for better information. A rough draft is attached for this purpose.

(morgan will sign draft)

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB/DES:sg

Attachment

RECEIVED
OCT 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 18 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 13, 1966

In reply refer to: 08-35.DA-1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-3(47)95
Celilo-Rufus Section
State Force Order No. 9

Reference is made to Mr. Young's letter of October 11, 1966, concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $3,992.00 with Federal participation of $3,592.80.

Enclosure

Young w/enc. 10-18-66

NOTED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are req.
SEP 27 1966
[signature]
Title Div. Engineer
U.S. Bureau of Public Roads

Form A-108—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 9

Project Name Celilo-Rufus Date September 15, 1966

Highway Columbia River Contract No. 6738 F. A. Project No. I-80N-3(47)95

County Wasco and Sherman Prefix 633-1094 Account No. 278-09

Description of Work To Be Done:

Permanent striping on Interstate Project

Location by Station Numbers:

Through out project

Estimate of Quantities and Costs:

Color	Line	Size	Miles	Agreed Unit Prices per Mile	Total
White	Solid	3"	61	$ 46.00	$ 2,806.00
White	Intermittent	4"	29	29.00	841.00
Incidental	Interch. Pvmt. legends	15 hrs. @		23.00	345.00
					$ 3,992.00

Explanation:

Contractor not equipped or staffed to perform work. The State has trained men and specialized equipment to do work most economically. This work has not started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,347,855.39	
Present estimate of project cost, including $ 3,992.00 for work under this order	$4,272,465.20	
Expected under-run (amount)	$ 75,390.19	
Expected under-run (per cent)	1.7	

Submitted by: /s/ Ernest L. Scrivner
Ernest L. Scrivner, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
SEP 21 1966
SP*23401-734

FOR FILING
1 . . - (47) 05
6738

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9, 1966

RAILROAD COMPANIES
FILE No. 563

To: Mr. Floyd Query, Secretary
State Highway Commission

Building

SUBJECT: 4th Supplemental Agreement
File Nos. 33269 & 31772
Celilo-Biggs Section
Wasco & Sherman Counties
Contractor's Haul Road
Extension of Time

Attached please find fully executed duplicate original of a supplemental agreement relative to the above-titled matter. This agreement should be filed in your permanent records.

Distribution of conformed copies has been made as indicated below.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encl.

cc: F. D. Morgan (2)
E. S. Hunter (1)
J. F. Putnam (2)
R. N. Chase (3)
C. H. Maison (1)
Earl F. Saling (2)
T. W. Litchfield (1)

Fran - Linda
Note in agreement record
& file
JL

NOTED
FLOYD QUERY

RECEIVED
SEP 6 - 1966
FILING

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 31, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-3(47)95
Celilo - Rufus Section
Columbia River Highway
Order for Extra Work No. 8

Transmitted herewith is an approved copy of Order for Extra Work No. 8 which covers the enlarging of base plate holes for metal median barrier posts.

With reference to your letter of August 19, 1966, the extra work is necessary in order to provide a proper fit between the previously mentioned base plates and the base plate anchor bolts set in the deck of bridges constructed under previous contracts. These anchor bolts were apparently set improperly or damaged during subsequent construction operations.

Appropriate action should be taken to eliminate any future need for this type of extra work. It is recommended that the installation of bridge median barriers should be provided for under the original contract for the structure since problems with past heights have also been serious.

Future requests for Federal participation in this type of corrective work will not be approved.

Enclosure

REFERRED TO
Morgan - Young - Merchant
BY ASST. STATE HWY. ENGR.
9-2-66

RECEIVED
SEP 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-108—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date 1-5-1966 By T. Dee
Eng. Coordinator
U.S. Bureau of Public Roads

Project Name Celilo-Rufus Section Date August 9, 1966

Highway Columbia River Contract No. 6738

County Sherman and Wasco Prefix 633-1094

Contractor Rogers Construction Co. F. A. Project No. I-80N-3(47)95

Address 11760 N.E. Glisan St., Portland, Oregon 97220 Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Expand holes in base plates of metal median barrier posts so they will fit bolts which were set unevenly in bridge decks of structures constructed under previous contract.

Location by station numbers:

Deschutes River Bridge, Sta. 243+80 to Sta. 249+59
Spanish Hollow Bridge, Sta. 504+43 to Sta. 505+73

Estimate of quantities and cost:

Equipment	$ 50.00
Labor	100.00
Material	25.00
	$ 175.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Work necessary to provide fit between metal median barrier posts and bolts set in the deck of bridges constructed under previous contracts. This work is not included in construction plans and cannot be paid for under any of the contract bid items. (a) Contractor's percentages shall be in accordance with the agreement with the A.G.C. and provisions of this contract. (b) Equipment rental rates are to be in accordance with A.G.C.. This work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 4,347,855.39
Present estimate of project cost, including $ 175.00 for work under this order	$ 4,244,200.00
Expected under-run / over-run amount	$ 103,655.39
Expected under-run / over-run per cent	2.4%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Ernest L. Scrivner, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. H. Warfield, Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

SP-4591-VH

RECEIVED
AUG 24 1966
FOR FILING
I-80N-3(47)9
6128

August 23, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08-35.6

Dear Sir:

Reference is made to your letter of August 4, 1966 with which you conveyed an inspection-in-depth report on the structural facilities of the Celilo-Rufus Section, Columbia River Highway, Oregon Project I-80N-3(47)95.

It is extremely gratifying that the findings on this project were so minor. This shows that we have made good progress in the last year or two in overcoming some of our documentary deficiencies. In connection with the inspection-in-depth report, I will deal with the findings and recommendations in the order in which you put them:

1. It is not completely clear what work was checked without identification of the checker. Our bridge computation sheets provide a space for this identification. It is our purpose to have all calculations involving pay quantities checked. However, field notes involving elevations, angles, etc., while checked by closures, cannot be readily identified as having been done. I do not believe a specific regulation can be drawn governing this wide field, except that all pay documents should be validated in accordance with good engineering practice.

2. All field personnel have been instructed to show by dimension or elevation all of those pertinent to the determination of an accurate quantity.

3. As in Item 2 above, elevations and/or dimensions will be shown. Notes bearing on the adjustment or revision of plans will be made on the suitable document. Some reasons are too lengthy to put in the field notes or on the plans and must be part of a separate report -- the engineer's diary, report to headquarters, etc.

4. We do not feel that a minor underpayment or overpayment on a progress estimate is of a serious nature, inasmuch as such error is automatically corrected as the pay quantities are better refined. During the course of a job they automatically correct themselves.

5. Our Bridge Construction Manual describes how yield checks should be made and their desirability during the course of the project. The Bridge Division is bringing this matter to the attention of their Resident Engineers by a letter. This fall there will be several training classes held by the Bridge Division on concrete mixes; yield determination and its significance will be made a part of this course.

6. It is our feeling that errors in calculations made for progress payments will "wash out" with the next progress payment. We estimate as closely as we can. We do not believe an elaborate system of checks, which would require additional personnel, would be justified. Any prudent Resident Engineer has several methods of arriving at a quantity for an item. Not all are subject to being set down in a formalized manner, as many are "rules of thumb" developed over years of experience. We do agree that rough calculations for progress payments should be set down where possible and attached to the estimate until such time as a subsequent estimate can be made, at which time they lose all meaning.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant (enc.)
F. D. Morgan (enc.)
C. H. Maison (enc.)
L. H. Young

LHY:ia/TE:ja

Form CO-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 4, 1966

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-3(47)95
Celilo - Rufus Section, Columbia River Highway
Inspection-in-Depth Report No. 35-66-EID-(23)-9

Attached is an Inspection-in-Depth report on Structure Project Source Record Documentation for Contract Item Payment. This was the first inspection of a Statewide inspection-in-depth.

The findings brought out several minor points concerning the subject project which were corrected on the spot. Otherwise, the only general criticism was that office or checking entries in the field books were not identified as they should be.

More significant, however, was the general finding that the original source records were in good order. A substantial improvement was found in this area over projects recently inspected, which indicates that the State is making good progress in upgrading source records on structure projects.

We request that you advise this office of remedial actions taken or contemplated in connection with the deficiencies noted in this report.

Enclosure

8-9-66
REFERRED TO - Walker
By Asst. State Hwy. Engr.
PL RIO answer

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33D (REV. 10-65)

cc: OSHD (Klaboe)
Lacklund
Pillsbury
Region (3 cys
File 439
Wash Through Region

35-66-EID-(23)-9

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Wasco & Sherman	I-80N-3(47)95

DATE OF INSPECTION: 6-15, 16-66

PHASE(S) INSPECTED: Structure Project Source Documentation for Contract Item Payment

INSPECTION MADE BY:
R. W. Pillsbury, Bridge Engineer
W. R. Grafe, Area Engineer
T. N. Lause, Auditor-in-Charge
C. C. Pike, Auditor

IN COMPANY WITH:
E. L. Scrivner, Resident Engineer
H. N. VanCleave, Asst Res. Bridge Engr.

REPORT PREPARED BY: R. W. Pillsbury, Bridge Engineer

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☒ OTHER (Specify) Signing

CONTRACTOR (Name and address)
Rogers Construction Company
Portland, Oregon

CONTRACT AMOUNT: $3,811,370.35

PROJECT STATUS (% comp.): 38

LOCATION
Celilo - Rufus Section, Columbia River Highway

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

(Part of a Statewide Inspection-in-Depth)

Scope of Inspection

This inspection is the first unit of a Statewide inspection-in-depth of source record documentation on structure projects. Although this project includes other phases, this report is concerned only with the structural work.

The inspection followed a prepared guideline which was completed and is on file in the Division Office. The auditor representatives were conducting an inspection-in-depth at the same time on Quantity and Cost Control and pertinent items from that inspection have been incorporated in their report No. 35-66-EID-(24)-10.

This inspection included a review of office records and field books covering all structural items. The materials reports for each item, or component part were reviewed and found acceptable. Field books, quantity calculations, and estimate computations were also reviewed.

(more)

1. Finding

The field books and field notes were generally complete and contained all required information. Reductions, checks, and computations were made later in the office by another man. This later work was obvious by check marks, etc., but was not dated or signed or even noted as having been checked.

Recommendation

That all work in the field books be properly identified. A rubber "checked by" stamp would be useful.

2. Finding

That initially the structural excavation quantity was based on the elevation of the top of the footing less the plan thickness of the footing. A procedure had already been instituted to show the measured thickness of the footing.

Recommendation

That all information necessary for accurate quantity computations be taken, as is now being done in the case of structural excavation.

3. Finding

That minor adjustments in footing elevations below the plan elevation were not clearly set out or explained in the field books. The adjustments were verbally reported to be caused by pile cutoff elevations and are considered reasonable.

Recommendation

That all deviations from the plans be shown and explained in writing in the appropriate places. The necessary revisions were made at the time in the field to this project's field books.

(more)

4. Finding

That the piling records, although on the old form, were very complete and acceptable. All piling were tallied on arrival, checked against inspection reports, and cutoffs all accounted for. Inasmuch as pile driving was not complete, only 60 percent of the cutoffs had been removed from the job. One pile cutoff credit had not been made and an underpayment to the contractor for furnishing piling was discovered. The cutoff eligible for credit was being retained in case additional piling was required to complete the pile driving work.

Recommendation

None. The next progress estimate is to show the correct amount of piling furnished by the contractor.

5. Finding

That yield tests are not being made on the fresh concrete.

Recommendation

That provisions be made in the State procedure to include yield tests as a part of the required tests of fresh concrete.

6. Finding

Rough calculations for progress estimate payments were on file. These were made up from the field books and listed all items. The calculations were not checked and therefore a 5% to 10% reduction in amount of each item was made as a safeguard against possible overpayments caused by arithmetical errors and rounding off figures. Final field quantity calculations were being kept fairly current and were compared with the rough estimate calculations. After they had been checked in the headquarters office, progress payments were paid substantially in the full amount of the item. The final field calculations are prepared in "display" form.

Recommendation

That checks be made of rough calculations when used for pay purposes.

General Comments

Source records on this project were found to be in very good shape generally. The above-cited findings indicate that steps are being taken to correct former weak areas in source records on bridge projects. Several of the above findings were minor oversights and were corrected on the spot.

Lump sum item payments have in the past proved to be weak areas of source record documentation. The two main items on this project, of course, were concrete and reinforcement steel. There were included in the records load receipts for the concrete actually placed which were tabulated as a basis for progress estimate payments. The reinforcement steel actually placed was not itemized, but rather determined on the basis of a rational proportion method. The amount of reinforcement steel per cubic yard of concrete of the structure in question is computed and with the number of cubic yards of concrete actually placed, the number of pounds of steel placed is then closely estimated. This procedure, while not accurate to the nearest pound, is considered to be adequate.

RECEIVED
AUG 22 1966
FOR FILING

I-8[illegible]
67.7

August 19, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8, to cover expanding the holes in base plates of metal median barrier posts on the Celilo-Rufus Section of the Columbia River Highway in Sherman and Wasco Counties, Contract No. 6738 in connection with Federal-Aid Project No. I-80N-3(47)95.

This work is necessary to provide fit between metal median barrier posts and bolts set in the deck of bridges constructed under previous contracts. The bolts were unevenly placed and will not fit without expanding the holes. After the holes are expanded they will be treated with a galvanizing agent. This condition was noticed until an attempt was made to install the posts.

This work was tentatively approved by the BPR District Engineer August 15, 1966. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:ak

Form E-306—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Celilo-Rufus Section Date August 8, 1966

Highway Columbia River Contract No. 6738

County Sherman and Wasco Prefix 633-1094

Contractor Rogers Construction Co. F. A. Project No. I-80N-3(47)95

Address 11760 N.E. Glisan St., Portland, Oregon 97220 Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct 100 lin.ft. of drain ditch from downspout on right column bent 7 and install 10' of 18" half round CMP. Construct 1.5' x 2.0' x 0.33' concrete splash block and turn downspout at right column bent 8.

Location by station numbers:

East Celilo Overcrossing of U.P.R.R. Bridge No. 8831
Bent 7 L6 119+44
Bent 8 L6 120+79

Estimate of quantities and cost:

Equipment Rental - - - - - - - - - - - - - - -	$150.00
Labor- -	125.00
Material - - - - - - - - - - - - - - - - - - -	25.00
Total	$300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work necessary to comply with Union Pacific Railroad request to divert water from downspouts away from railroad ditch. This work not included in construction plans, and cannot be handled under any of the contract bid items. (a) Contractor's percentages shall be in accordance with the agreement with the A.G.C. and provisions of this contract. (b) Equipment rental rates are to be in accordance with agreement with A.G.C. This work started this date. Prior verbal approval obtained from Willis Graf, U.P.R.R. Engineer. 8-5-66.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,347,855.39
Present estimate of project cost, including $ 300.00 for work under this order	$4,244,200.00
Expected under-run / over-run amount	$ 103,655.39
Expected under-run / over-run per cent	2.4%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Ernest L. Scrivner, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

SP*6291-734

Aug. 9 5 0 5 66

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FOR FILING

I-8CM-3(47) 9:-

61:8

948

July 29, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Inspection-in-Depth Report
Celilo-Rufus Section
I-8CM-3(4)95, 08-35.5/439

Dear Sir:

As requested in your letter of July 15, we are commenting as follows on the findings and recommendations as set forth in the Inspection-in-Depth report on the Celilo-Rufus Section:

1. Change of location of detour at request of contractor, Price Agreement #2. This change was not only beneficial to the contractor's operation, but also to the State in that it provided a better plan of traffic control at no additional cost. You have brought up the point that more effective control over quantities would be established if the work applicable to the Price Agreement was charged directly to it instead of against unit bid prices.

Since this inspection, a revised Price Agreement #2 has been made which complies with your recommendation.

2. Unsigned Weigh Memos. The unsigned Weigh Memos which were noted on the inspection have now been signed by the weigher who made them. For your information, we are now in the process of printing new E-82 Weigh Memo forms which have been revised. One of the revisions is to include a place for signature of the weigher.

3. Lump Sum Bid Items. In the inspection report you note that documentation for substantiation of payment is lacking on some lump sum items. This has recently been discussed with our field personnel, and we will continue to strive for proper documentation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan
J. F. Putnam

JHW:fp:bjm srb

Form CD-121 (11-63) (Prel. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: July 15, 1966

In reply refer to: 08-35.5/439

FROM : A. M. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Inspection-in-Depth, Control No. 35-66-EID(24)10
Quantity and Cost Control
Oregon Project I-80N-3(47)95
Celilo - Rufus Section, Columbia River Highway

Enclosed is a copy of the inspection-in-depth report on the subject project.

The inspection reveals that the resident engineer and his crew are doing a commendable job of record keeping. It does bring out, however, the need for more adequate, detailed instructions from the headquarters office.

We would appreciate your comments on corrective action taken, if any, as a result of this report.

Enclosure

RECEIVED
JUL 1 1966
CONSTRUCTION
Glenn
Swan

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33D
(REV. 10-65)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

ce

(Check appropriate one) [X] ORIGINAL INSPECTION REPORT [ ] FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Wasco	I-80N-3(47)95

DATE OF INSPECTION	PHASE(S) INSPECTED
6-15 & 6-16-66	Quantity and Cost Control (Phase 24)

INSPECTION MADE BY

T. N. Lause, Auditor-in-Charge
C. C. Pike, Auditor

IN COMPANY WITH

E. L. Scrivner - Resident Engineer
P. R. Barnhart - Asst. Res. Engr.
R. O. Havig - Office man
H. N. Van Cleave - Asst. Bridge Engineer

REPORT PREPARED BY

T. N. Lause

PROJECT INCLUDES

[X] GRADING AND DRAINAGE [X] BASE [X] PAVING [X] MAJOR STRUCTURES [ ] OTHER *(Specify)* _____

CONTRACTOR *(Name and address)*

Rogers Construction Co.
11760 N. E. Glisan Street
Portland 20, Oregon

CONTRACT AMOUNT

$ 3,811,370.35

PROJECT STATUS (% comp.)

LOCATION

CELILO-RUFUS SECTION, COLUMBIA RIVER HIGHWAY

Station 80+00 through equation 715+28.95=69+51.32 to 187+37

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

(Part of Statewide Inspection-in-Depth)
Control No. 35-66-EID(24)10

A. SCOPE OF INSPECTION

This inspection was on the procedures and practices employed at the project site to control material quantities and construction costs. The inspection included observation of material loading and weighing operations, material placing and inspecting operations, pile driving, preparation of weigh memos, material receipts and other source documents. The practices and procedures for recording engineering payrolls, equipment usage and consumable supplies were reviewed. Field note books, calculation sheets, diaries and other supporting data for items paid on progress estimates were also reviewed.

In our opinion the policies, procedures and practices employed at this project are adequate to establish the reliability of the field records, with the exception of the findings presented in Part "B".

(more)

B. SUMMARY OF FINDINGS

1. Price Agreement No. 2 - Change location of detour at request of contractor.

The estimated cost of the detour included in the plans was $5,985.50. The estimated cost of the detour in this P.A. No. 2 is $7,536.70. The State limited its obligation for this P.A. to costs not to exceed $5,985.50. The work performed is not shown as a separate pay item on the progress estimate but the quantities are included in bid items No. 16, Plant Mix-Stone Base; No. 17, Bituminous Base Mixture and No. 18, Asphalt in Bituminous Base Mixture. A review of the field records disclosed that the quantities used on this P.A. and paid for as bid items amounted to $5,125.71. This amount excludes costs for bid item No. 3, Embankment in Place. The cross-section notes indicated that no embankment on this detour had been included in progress estimates. Preliminary calculations indicated that the $5,985.50 limit of the State's obligation would be exceeded when costs for the embankment in place were included.

We believe that a more effective control over quantities and costs could be maintained if quantities applicable to this Price Agreement were charged directly to the appropriate P.A. rather than to the contract bid item. This would reduce the clerical work and the possibility of error and overpayment.

2. Weigh or Load Memos, Form E-82, not properly validated.

Weigh Memo Book No. 6, Tickets 338343 to 338379, dated 4-27-66, involving 687.845 tons of Plant Mix Stone Base, Pay Item No. 16, were not signed by the weighman. All other weigh memos were properly validated. This omission was brought to the attention of the Resident Engineer and his office man. They stated that the employee who omitted his signature was a substitute for the regular weighman, the tickets involved can be identified by the handwriting and that corrective action would be taken. It was suggested that a sign be posted in each scale house that all tickets and memoranda should be signed and dated.

(more)

3. Lump Sum Bid Items

Progress payments made for work completed on a lump sum basis were not supported by field records for the following contract items:

1. Clearing and Grubbing
7. Finish Roadbed and Slopes
62. Furnish Field Laboratory Building
63, 73 & 84 - Shoring, Cribbing, etc.

Lump sum pay items for Class "A" concrete were supported by cement pour records. Payment for metal reinforcement were supported by computations based on pounds of metal per cubic yard of concrete poured.

The Resident Engineer indicated that in the future he would include in his diary or other field notes the estimated amount of work completed on lump sum bid items. The data would include the basis for his estimate and his opinion of acceptability of work completed. This information would be recorded on a date immediately preceeding the date of the estimate on which the payment is made.

The cause of this deficiency is the lack of specific instructions to resident engineers for the documentation of completed work bid on a lump sum basis. General instructions for maintenance of records for clearing are contained in construction manual, section 4.3..2.

(more)

C. RECOMMENDATION

1. Price Agreement No. 2

a. The Embankment in Place should be computed and all quantities applicable to this P.A. should be excluded from the regular contract bid items and included in the progress estimate under P.A. No. 2.

b. The State should issue specific instructions for segregating costs applicable to price agreements which include contract items at the bid price. These instructions would supplement Section 4.7.8 of the Construction Division Manual, Technical Bulletin 19.

2. Unsigned Weigh Memos

The State should strengthen supervision procedures to assure that all personnel assigned to specific operations are fully informed of the job requirements and the policies and procedures for the control and documentation of the work performed. All pertinent information to support construction costs should be accurate, complete and validated. This would comply with the provisions of paragraph 25, PPM 21-6.3, dated 12-22-64, and the Construction Engineer's memo to all Division and Resident Engineer, dated 5-24-65. Subject: Validation of Source Documents.

3. Lump Sum Bid Items

The Highway Department should establish uniform procedures throughout the State for the documentation of work performed by the contractor on a lump sum basis. Headquarters should issue specific instructions for the implementation of these procedures. The instructions should include the basis for the resident engineers estimate of work completed, i.e., lineal measurement, square foot, acreage, etc. The field record should also include the resident engineers' opinion regarding the acceptability of the completed work. Accurate, complete and validated records should be kept to support the progress payments made on all construction items. (Para. 25 PPM 21-6.3, dated 12-22-64, also State Construction Engineer's Memo dated 5-24-65).

(more)

D. DETAILED REPORT

1. Weighing Operation at Scale House.

The contractor utilized two sets of scales at the project site. A "direct reading scale" was used for weighing rock quantities. On this scale the empty weight of the truck was set on the scale beam and the net weight of the rock was reflected on a direct reading scale. This scale was tested by Oregon State Weights and Measures Department on March 14, 1966.

The Weigh or Load Memos, form E-82, show only the net weight of the material. The gross and truck (tare) weights are not shown as these weights are useful only to compute the net weight. The front cover of each weigh book has a note indicating the use of direct reading scales.

The other scales showed gross weight only and the net weight of material had to be computed. The Weigh or Load Memos, form E-82, reflected the "gross", "tare" and "net" weight for each load. This scale was used for weighing asphaltic concrete. The Oregon Department of Weights and Measures tested this scale on 4-11-66.

To compare the readings of the two scales a truck of asphaltic concrete was weighed on both scales (Ticket No. 270763, dated 6-15-66) with the following results:

Gross Weight Scale (Asphaltic Concrete)	24,220 lbs.
Direct Reading Scale (Rock Scale)	24,240 lbs.
Difference (not significant)	20 lbs.

The actual weighing of loaded vehicles was observed. The scales balanced when not loaded, the scale platforms were clean and the scale house was adequate and all necessary supplies were available to the weighman. The weigh memos were being signed at the time of the inspection. Empty trucks are weighed twice a day, in the morning and at noon. Tare weights are determined at these times.

The weighman at the point of loading and the inspector at the point of delivery, reconcile total quantities recorded on their tally sheets after each 10 loads.

(more)

2. Placement of Material

a. The delivery of 3/4 inch - 0 rock and the preparation of Material Receipts, form E-10, was observed. The inspector prepares the Material Receipt from the Weigh Memo received from the truck driver. The quantity for which the receipt was issued was entered on a tally sheet and reconciled with the weighmen's records.

b. Delivery of water for sprinkling operation was also observed. Material receipts were issued by the inspector for each load of water placed. Receipts were issued for the computed capacity of the truck.

3. Piling Furnished and Driven

The pile driving operation was completed on the day of the inspection, 6-15-66. Field pile books were signed, dated and contained all the required information to support the payments made to the contractor. There were three cut-offs in excess of 20 feet which will require credit to the project.

The project field records were maintained in accordance with stated policies and procedures and provided adequate internal control, except as detailed in Section "B" of this report.

FORM E-123X BOM 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 31, 1966

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Revision in Fencing
Celilo-Rufus Section
Columbia River Highway
Sherman and Wasco Counties
Contract No. 6738
Project No. I-80N-3(47)95
YOUR FILE: D 315 - 2 - 96

Gentlemen:

This is in reply to your letter of May 19, 1966 in which you request information concerning the revision in fencing you requested on the above-captioned section in your letters of February 3, February 28 and March 15, 1966.

We have reviewed this situation in the field and with the Bureau of Public Roads and find that there are several complications which may result to delay the ultimate approval of your proposal. This right of way was acquired from the Corps of Engineers and, therefore, we must obtain approval from the Washington office of the U.S. Army, Corps of Engineers, in addition to the approval of the Bureau of Public Roads before we may complete this transaction.

We have received advice, however, that it appears that this revision will go through as you have requested and, therefore, we have instructed our field forces to proceed with the fencing as shown on your Exhibit "G" dated January 31, 1966. We will proceed without formal approval only if it proves to be necessary to avoid causing the contractor a delay. You will be notified of formal approval as soon as it is received from the respective agencies.

Very truly yours,

TWL:bjm

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

cc: F. B. Klaboe
L. H. Young
C. H. Maison
D. H. Moehring
J. F. Putnam
E. L. Scrivner
Jack Sollis
F. W. Sugnet

RECEIVED
MAY 23 1966
FOR FILING

RAILROAD COMPANIES
FILE No. 563

I-80N-3(47)96

6738

Salem, Oregon
April 25, 1966

Mr. G. E. Rohde
Chief Counsel
BUILDING

Fourth Supplemental Agreement
Celilo-Rufus Section
Columbia River Highway
Wasco and Sherman Counties

Attention: Mr. Jack L. Sollis
Staff Attorney

Agenda Item
40
4-21-66

Attached for further handling are two copies of a Supplemental Agreement with Union Pacific Railroad Company for extending construction period to April 14, 1967 on the Celilo-Rufus Section of the Columbia River Highway in Wasco and Sherman Counties.

When this agreement has been fully signed, please return one executed copy to this office for the Commission's files.

Secretary

bb
Attachments

cc: T. W. Litchfield

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APR 22 1966
FOR FILING

I-80N-3(47) 45
6738

664

April 22, 1966

Mr. John C. Schoose
Manager
General Adjustment Bureau, Inc.
Post Office Box 879
The Dalles, Oregon 97058

Dear Mr. Schoose:

Re: Celilo-Rufus, Contract No. 6738,
I-80N-3(4795)

Reference is made to your inquiry of April 11 with regard to background information on some blasting claims in the Celilo-Wishram area. Our contractor is the Rogers Construction Company. Their address is 11760 N. E. Glisan Street, Portland, Oregon.

I forward herewith copies of pertinent specifications as follows:

(1) Copy of specifications covering road work, which, under 102-1.3 specifies that all embankment materials shall come from sources of the contractor's own choosing.

(2) Copy of applicable standard specifications relating to the use of explosives and responsibility for damages.

As you can see, our specifications do not spell out the operational details in a blasting operation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Rogers Construction Company

Forrest Cooper	R. L. Porter
L. H. Young	F. D. Morgan
G. E. Rohde	Alan Johansen

LHY:ls srb
Encls.

General Adjustment Bureau, Inc.

QUALITY SERVICE THROUGH EXPERIENCE AND EDUCATION

WILLIAMS BUILDING • 502 WASHINGTON STREET • P. O. BOX 879 • THE DALLES, OREGON 97058

3212

APR 12 66

REFERRED TO Admin. BY SECRETARY

April 11, 1966

REFERRED TO LL/ABC BY DEPUTY STATE HIGHWAY ENGINEER

Oregon State Highway Department
Salem,
Oregon

Attn: Director

Job #146
Site: Celilo, Oregon
Cont. Rogers Const. Co.
Blasting Dates: 2-10 & 2-14-66

Dear Sir:

We are presently engaged in the investigation of a number of blasting claims for various insurance companies for their insureds which are located in the Wishram, Washington area. This being directly north of the Celilo, Oregon job site. Recently we contacted representatives of the above noted contractor in an attempt to review the contract and job specifications involving yourselves and the Roger Construction Company.

It is my understanding that your office does have this contract along with all detailed specifications. If possible we would like to review this contract, obtaining a copy of it or any other information pertaining to the above noted blasts. Specifically we wish to obtain answers to the following questions:

1. Specifications for the above noted job by Rogers Construction Company.
   a. Maximum permissable explosive type and power equivalent of (TNT).
   b. Maximum depth
   c. Maximum collar
   d. Maximum burden
   e. Delay intervals, if any.

2. What changes if any were made by the contractor, Rogers Construction Company to above specifications?

As noted above we are the adjusting representatives for the involved insurance companies, they at the present time being the Commercial Union Fire Insurance Company and the Birmingham Fire Insurance Company and we are investigating explosion damage claims presented by the insureds of these two companies allegedly

RECEIVED APR 15 1966 OFFICE ENGINEERING DIVISION

occuring on February 10th and February 14, 1966. All of the insureds are located in Wishram, Washington and have suffered considerable property damages. Damage was sustained by approximately 16 insureds apparently as a result of the improper use of explosives by your contractor. We trust that the information we seek will be given without unnecessary delays.

We thank you kindly for your attention in this matter.

Very truly yours,

John C. Scheewe
Manager

JCS:bf

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APR 1 3 1966
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
APR 1 8 1966
OREGON
STATE HIGHWAY COMMISSION

FORM E-122X 90M 7-65

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APR 26 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-3(47)95

6738

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 21, 1966

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Access Road - UPRR M.P. 108.45 (Hwy. Station 81+00)
Celilo-Rufus Section
Columbia River Highway - Sherman & Wasco Counties
Contract No. 6738 - Project No. I-80N-3(47)95
YOUR FILE: D 323 - 1 - 63

Gentlemen:

Your estimate for the adjustment of your railroad signal and communication lines as submitted with your letter of March 8, 1966 has been approved by the State and the Bureau of Public Roads. This will confirm our verbal authorization to proceed with the work as of February 23, 1966.

Reimbursement for work performed subsequent to February 23, 1966 will be made subject to the provisions of PPM 30-3 and all supplements thereto upon receipt of your statement of charges. Please b e sure to include the beginning and completion dates of the work in your bill.

NOTED
F. B. KLABOE

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
A. W. Parsons
L. H. Young
C. H. Maison
J. F. Putnam
E. L. Scrivner

[illegible] OF
[illegible] BY ENGINEER

RECEIVED
APR 14 1966

I-80N-3(47) 95
6738

April 14, 1964

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the April 21 meeting a supplemental agreement with the Union Pacific Railroad Company for the Celilo-Rufus Section of the Columbia River Highway in Wasco and Sherman Counties.

An existing agreement dated April 14, 1961, supplemented on June 10, 1963, November 22, 1963, and March 12, 1964, provides that all the State's work must be completed by April 14, 1966.

Inasmuch as the specified completion date for the work now in progress is October 31, 1966, we have asked the Railroad to further supplement its original agreement to extend the expiration date to April 14, 1967. This agreement accomplishes that purpose and will not result in any additional cost to the State.

We recommend your approval of this agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
J. F. Putnam

TWL:bjm bg

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Continuance upon modification of project [illegible] funds [illegible]

APR 19 1966

[illegible] Dist. Engineer

U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Celilo-Rufus Date April 13, 1966

Highway Columbia River Contract No. 6738

County Sherman & Wasco Prefix 633-1094

Contractor Rogers Construction Co. F. A. Project No. I-80N-3(47)95

Address 11760 N.E. Glisan St., Portland, Oregon 97220 Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish, install, maintain, and remove as required during the life of the contract temporary signs for the directing and routing of traffic through the project. Signs to be used under this order consist only of those signs which the State Highway Dept. has obligation to control and pay for to achieve the safest possible conditions for the traveling public and in order to achieve consistent uniformity throughout the state.

Location by station numbers:

Throughout project

Estimate of quantities and cost:

Signing	Labor	$100.00
	Equipment	50.00
	Materials	200.00
	Total	$350.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work can best be handled by Extra Work because (a) accurate itemization by the State is impractical because possible changed traffic flow patterns will result in revised traffic control schemes and (b) that prosecution of the work by the contractor is subject to many variables which may alter the sequence of patterns of required traffic control measures.

(over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,347,855.39
Present estimate of project cost, including $350.00 for work under this order	$4,347,855.39
Expected under-run / over-run amount	$0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Ernest L. Scrivner, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or [illegible]

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved: /s/ L. H. Young, [illegible] Highway Engineer, Office Engineer.

SP*6201-734

Young 4-29-66

This order in no way contemplates the assumption by the State of the Contractor's obligation or liabilities. He shall, in accordance with State of Oregon practice, be responsible for signs, barricades, lights, and other devices intending to (a) direct attention to hazards and dangerous conditions resulting from work under this contract, (b) to warn the traveling public of impending dangers, and (c) to generally provide for the safety of the public and workmen.

(a) Contractor's percentages shall be in accordance with the agreement with the A.G.C. and provisions of this contract. (b) Equipment rental rates are to be in accordance with agreement with A.G.C.

This work has not started.

APR 26 1956

RECEIVED
APR 13 1966
FOR FILES

I-5-1-3(47)195

Form CD-121 (11-63) (Prea. by A.O. 301-10)

UNITED STATES GOVERNMENT

Memorandum

6738

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 8, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-8)N-3(47)195
Celilo-Rufus Section
Union Pacific Railroad Agreement

As requested by Mr. Litchfield's March 16 letter we hereby approve the additional work for the adjustment of the subject utility's facilities necessary for the construction of the access road in the vicinity of station 81+00 on the subject project. This approval is conditional to any applicable portions of our December 27, 1965 and January 25, 1966 memorandums pertaining to approval of the railroad agreement.

We also confirm our tentative authorization of February 23, 1966 to proceed with the work. It is understood the necessary contract work is covered by Price Agreement No. 3 and Extra Work Order No. 3. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

REFERRED TO
Jerry - Litchfield
ASST. STATE HWY. ENGR.
4-13-66

RECEIVED
APR 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 6 - 1966
FOR FILING
I-80N-3(47)95
6738
W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

MARCH 30, 1966

(File Ref. D 323 - 1 - 63)

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attn: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Referring to your letter of March 23 concerning revision to drainage on the Celilo-Rufus section of Columbia River Highway project I-80N-3(47)95, State Contract #6738:

Wish to advise that there are no objections to the State proceeding with its drainage work in accordance with the revisions shown on Sheets 12 and 13 of the State's construction plans submitted with your March 23 letter.

This confirms earlier telephonic advice given in response to your request.

Very truly yours,

W. G. Johnson
Mgr.

COPIES TO:
AW PARSONS
FB KLABOE
FD MORGAN
JF PUTNAM
EL SCRIVNER
TAKE APPROPRIATE ACTION
4-4-66
L

Routing
Morgan
Docker
Bond
Barbee
Swan
Pugsley
Marsden
Trout
Scott
Whitaker
Underwood
Olsen

RECEIVED
APR 1 1966
CONSTRUCTION
DIVISION

RECEIVED
APR 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 30 1966
PORTLAND
6737

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. RIDDLE, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 29, 1966

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Track Damage - March 21, 1966 (Railroad M.P. 108.49)
Celilo-Rufus Section
Columbia River Highway - Wasco County
Project No. I-80N-3(47)95 - Contract No. 6738
YOUR FILE: D 323 - 1 - 63)

Gentlemen:

This will acknowledge receipt of your letter dated March 25, 1966, regarding your proposal to present a bill for damage when your costs have been determined.

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
F. B. KLABOE

By

F. D. Morgan
Construction Engineer

TWL:bjm

cc: Rogers Construction Company (w/copy of UPRR letter)
11760 N. E. Glisan Street
Portland, Oregon 97220

F. B. Klaboe (w/copy of UPRR letter)
L. H. Young " "
J. F. Putnam " "
E. L. Scrivner " "

RECEIVED
MAR 30 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Routing

Morgan
Docker
Bond
W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION
Glenn
Swan

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

RECEIVED
MAR 28 1966
CONSTRUCTION
DIVISION

Scott
Wills
Litchfield
Olsen

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

MARCH 25, 1966

(File Ref. D 323 - 1 - 63)

U. S. Certified Mail -
Return Receipts Requested

cc: Rogers Construction Co.
11760 N. E. Glisan St.
Portland, Oregon 97220

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

cc: Rathbone, King & Seeley
Board of Trade Bldg.
Portland, Oregon 97204

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Celilo - Rufus Section
Columbia River Highway

Approximately 1:15 AM, March 21, 1966, at Railroad MP 108.49 near Rufus, Oregon, our Passenger Train #18 struck scaffolding and steel reinforcing placed for Bent #3 Eastbound, on highway overcrossing being built on the above-captioned project, which winds had blown over onto Union Pacific's main line track.

In addition, our Passenger Train #17 and an Eastbound freight were delayed pending clearing of the track.

When the Railroad's costs for this incident can be determined, a bill will be prepared and presented.

As you are aware, high winds, particularly through the Columbia River Gorge area, are not infrequent and I will therefore appreciate the State and its Contractors paying closer attention to the securing of forms, scaffolding and other construction materials in vicinity of the Railroad's tracks, and will you please handle accordingly. Will you also kindly acknowledge your receipt of this letter.

Yours very truly,

W. G. Johnson

FORM E-123X BOM 7-65

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND

FOR FILING
MAR 24 1966

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 23, 1966

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Revision in Drainage
Celilo-Rufus Section
Columbia River Highway
Sherman and Wasco Counties
Contract No. 6738
Project No. I-80N-3(47)95
YOUR FILE: D 323 - 1 - 63

Gentlemen:

In your letters of August 17, 1965 and November 30, 1965 you requested the State to revise the drainage as shown on Sheets 12 and 13 of our construction plans, and construct various rock lined ditches as you sketched on the construction plans approved by your Chief Engineer. Since that time we have studied this problem in the field and have found that to construct the ditches as you request would require an additional 12,000 cubic yards of excavation and 3,000 yards of rock lining.

In our opinion the runoff water can be more economically handled by constructing a cutoff ditch south of the proposed detour as outlined on Sheet 13, carrying the water to the west and allowing it to pass through the existing facilities down to the 54-inch culvert under your tracks at Railroad Station 3720+70, as shown on Sheet 12. We feel that our roadside ditches will adequately handle the remainder of the drainage, and the expensive ditch can be eliminated.

Our Resident Engineer has discussed this matter with your field representatives and they have raised no objection to this plan. We now submit it to you for your formal approval. We will appreciate your prompt reply so that we may proceed without any further delay.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAR 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:bjm
Attachments

cc: A. W. Parsons (w/attachs.)
F. B. Klaboe "
L. H. Young "
J. F. Putnam "
E. L. Scrivner "

T.3N., R.1

RUFUS

Const. Drain Ditch
4'Bottom, 1½:1 SI
Ditch Exc. -350 C.Y.

Const 2 R.C. Slab Span Structures
Length 125', Width 40'
Drg. Nos. 20949 thru. 20951,
14660, 20340 & 8 26

Const 2 Manholes, 1 with Manhole Grate
Const 4 Type 'G' 2 'M' Inlets
Const 2 Type 'G-1' Inlets
Inst 15" Pipe - 490'
Inst 18" Pipe - 375'
Const Outlet Ditch 4' Bottom, 1½:1 SI.
Tr. Exc. 222 C.Y.
Ur Exc. 378 C.Y.

'R' 7+20 Const Appr. Rt. Flr.

RR +333

"R" LINE

"D"
4°C L
Δ 15°30'00"
Ts 295.08'
2-200' Sp
S 4°00'
o 2.0

(By Others)
Const. Type 'I' Fence

3705

RR+50 133+35

Exist 16' Gate

3710

Exist 16' Gate

'D' 133+53.75 P.O.T.
'R' 7+64.00 P.O.T.
'C' 133+21.08 P.O.T.

'C' 134+32.17 P.S.

'C' 137+02.17 P.S.C.

3715

'C'
2°30' CL
Δ 9°33'30"
Ts 316.70'
2-250' Sp.
S 3°07'50"
o 1.0

'C' 138+34.26 P.S.C.

'C' 140+84.26 P.T.

RR Access Rd

Easement Line

R.R. Hwy. R/W

Drain

'D' 128+41.96 P.S.C.

'D' 132+29.46 P.S.

"D" LINE

Δ 60°00'35" E

Const Type 'F' Curb

'D' 133+53.75 P.O.T. =
'R' 7+64.00 P.O.T.

Const Guard Rail - 65'

Const Guard Rail - 50'

Const Type 'F' Curb

"C" LINE

Const Guard Rail - 70'

Δ 63°17'30" E

"A" LINE

"B" LINE

Access Control - Rest

EXIST COLUMBIA RIVER HWY

'B' 131+12.24 P.S.C.

'B' 140+13.24 P.T.

Inst 10" Perf. Metal D-Pipe 300'
Tr. Exc. 48 C.Y.

Inst 12" Perf. Metal D-Pipe 350'

Special Backfill 45 C.Y.

'B'
6°00 C.R
Δ 14°26'30"
Ts 196.13'
L 389.33'
2-240' Sp
S 7°12'
o 2.5

'A'
4°00 C.R
Δ 3°36'00"
L 290.92'
2-240' Sp
S 4°48'
o 1.67

Const Channel Change
Bottom 4.0' Varies Thru Structures
See Plan Sheet ... and ... on Sheet 2D
Exc. Incl. ... Rock Excludes Structures
Loose & ... C.Y.

City Limits

8V-339

CELILO-RUFUS SECTION COLUMBIA RIVER HIGHWAY WASCO & SHERMAN COUNTIES				SHEET NO. 12
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80W-3(47)95		

3 N., R. 17 E., W. M.

Sec. 31 / Sec. 32

City Limits

Ditch
& I Si
350 C.Y.

+65, 54" Corr. Metal Pipe (in pl)
Inst. 18" Pipe - 130'
Inst. 1 End Section
Tr. Exc. 38 C.Y.

+90, Inst. 36" Pipe - 220'
Inst. 1 End Section
Const. Inlet & Outlet Ditches
Tr. Exc. 183 C.Y.
Dt. Exc. 10 C.Y.

Eliminated
+65, Inst. 24" Pipe - 106'
Inst. 2 End Sections
Const. Inlet Ditch
Tr. Exc. 90 C.Y.
Dt. Exc. 5 C.Y.

Eliminate drain ditches between railroad & highway from Sta. 150 to Sta. 167.

Const. drain ditch along toe of slope Sta. 143+50 – Sta. 150. Ditch Exc. 1,300 cy Rock Lined

3720 | 3725 | 3730

O.W.R.&N. (U.P.R.R. Lessee)

Const. Type 1 Fence (By Others)

R.R. & HWY. R/W

Rock Lined Ditch Continued

Drain

Drain

Drain

Access Control Line

Underground Tel. Cable

Const. Guard Rail - 1400'

N 67°27'30" E

"L" LINE

"L" (Survey) LINE

"LE" LINE

N 60°49'30" E

R/W

Const. Type 1 Fence

EXISTING DITCH LINE

Rail - 700

B 140+84.26 P.I.

Inlet Elev. 1770

C 147+00.00 POT.

L 147+00.00 POT. 12"LT

B 143+85.00 POT.

L 143+85.00 POT. 12"RT

B 140+13.24 P.I.

139+30
Inst. 10" Perf. Metal Pipe - 360'
Special Backfill - 85 C.Y.
Tr. Exc. 190 C.Y.

+30, Inst. 18" Pipe - 76'
Inst. 2 End Sections
Tr. Exc. 22 C.Y.

Const. Inlet & Outlet Ditches
Tr. Exc. 33.1 C.Y.
Dt. Exc. 115 C.Y.

RUFUS INTERCHANGE

For Profiles, see Sheet 12A
For Details of Exit & Entrance Ramps, See Dwgs. 2092 & 2093

Sec. 32 T. 3

Drain cross pipes and median drain pipes, Sta 158 & Sta 167, into roadside ditch on north side of "L^W" line.

O.W.R.&N. (U.P.R.R. Lessee)

~~Const Drain Ditch Rock Lined V Bottom, 3:1 Slopes Qt Exc 874 C.Y.~~

~~Const. Inlet & Outlet Ditches Tr Exc 77 C.Y. Qt Exc 140 C.Y.~~

Const. 18" Pipe - 176'
Inst. 2 End Sections
Inst 18" Pipe - 82'
Inst 2 End Sections

Inst. 18" Pipe - 170'
Inst. 2 End Sections
Inst. 18" Pipe - 82'
Inst. 2 End Sections
Const. Inlet Ditch
Tr. Exc. 72 C.Y.
~~Qt Exc 150 C.Y.~~

"L" 169+53.54 P.O.T. (50' Rt.)
"L^W" 169+53.54 P.S.

RR R/W

Rock Lined Ditch

END PIPE IN ROADSIDE DITCH

"L" LINE

160 165 170

12' 12' 50' 50'

Const Type 2 Barricade - 500'
Salvage "

Const Type 1 Fence

Existing Ditch Line

Extg. Temporary Connection
Drain Dr. "A"

"L" 169+53.54 P.O.T. (50' Lt.)
"L^E" 169+53.54 P.O.T.

"L" 170+96.48 P.S.

Const. drain ditch at toe of cut Slope on detour after traffic Placed on new alignment. ditch Exc. 200 c.y.

Stage I, Grade and Pave "L^W" Line Complete to Sta. 187+37
Grade and Pave "L^E" Line to Sta. 167+00
Const. Temp. Detour Sta. 164+00 to Sta. 179+00
Route Traffic Thru. Project.

Stage II, Complete Grading and Paving "L^E" Line Sta. 167 to Sta. 172
Remove Temp. Conn. to Extg. Columbia Riv. Hwy.
Remove Temp. Detour

"L" 284.78
"L^W" 284.30

"L" 169+85.48 BK
"L^W" 169+85.96 AH

Final Finish Grade 12' Rt. L^W

1400' V.C.

Final Finish Grade 12' Rt. L^E, 12' Lt. L^W

+3.102

Subgrade L^E
Subgrade L^W

Selected Subgrade Material

280
270
260
250
240
230

Exc. 85,106 Stage II

Exc. 85,845 Stage I

Emb. in Place 778

Emb. in Place 7847 (Selected Subgrade Material)

160 165 170

Sec. 32 T. 3 N., R. 17 E., W.M.

CELILO-RUFUS
COLUMBIA RIVER
WASCO & SHERMAN

FED. ROAD Div. No.	STATE
8	OREGON

Const. Guard Rail-1025'
537.5'(Sol'd. Guard Rail)
325'(Type I Barr.)

"L" 169+53.54 POT (50' Rt.)
"Lw" 169+53.54 PS
Tr. Exc. 72 C.Y. Bridge Exc. 150 C.Y.

.00 End Grading "L"

"L" 175+53.54 PSC

"Lw" 176+56.61 PCS

"L" 182+56.61 PT

"L" 183+98.55 PT

"L" 184+41.72 PT

"L" 186+92.27 POT

"L" 169+53.54 POT (50' Lt.)
"LE" 169+53.54 PCS

"L" 170+86.48 PS

"LE" 172+94.65 PS

"L" 176+86.48 PSC

"LE" 177+44.65 PSC

"L" 177+89.55 PCS

"L" 179+97.72 PCS

"L" & "LW"
2° CR
TΔ 14°03'41"
Ts 653.85'
2-600' Sps.
S 6°00'
a 0.3333

"LE"
2° CR
TΔ 14°03'41"
Ts 578.63'
2-450' Sps.
S 4°30'
a 0.4444

"L" LINE
"LW" LINE
"LE" LINE

(By Others)
Const. Type I Fence

"L" 95 Begin Raised Median

"L" 135 Begin Median Barrier

"Lw" 182+56.61 PT

Const. Met. Median Barrier-437.5'

Existing Ditch Line

Const. Guard Rail Lt.-350'
Rt.-450

Const. Temp. Detour
For Typical Section see Sheet 2C

℄ Proposed Detour

Salvage Guard Rail
Remove Guard Rail

Sta. 172

-0.3454

-0.7012

-0.4919

No V.C.

1400' V.C.

End Bridge Pvmt.

End Bridge Pvmt.

Selected Subgrade Material

Finish Grade 12' At ℄ 12' Lt ℄ 12' Rt ℄

Stage II

APPROVED	DATE: 8-19-65	APPROVED	DATE: 8-11-65
COLONEL, C.E. DISTRICT ENGINEER		STATE HIGHWAY ENGINEER	

170 175 180 185

8V-339

R.17 E., W.M.

CELILO - RUFUS SECTION COLUMBIA RIVER HIGHWAY WASCO & SHERMAN COUNTIES				SHEET NO 13
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON	I-80N-3(47)95		

t Guard Rail-1025'
557.5'(Salv. Guard Rail)
326'(Type I Barr.)

"L" 175+53.54 P.C.C.

"L" 176+56.61 P.C.S.

2"-85 Begin Raised Median

2"-55 Begin Median Barrier

"L" 182+56.61 P.T.

"L" 187+07.95 P.O.T. Bk.
2" 187+00.00 P.O.T. Ah. (16.2'Lt.) Equa.

Feather Asph. Conc. From 4"to 0" in 80'

"LW" LINE

175

180

185

(By Others)
Const. Type I Fence

Const. Met. Median Barrier-437.5

Existing Ditch Line

"LE" LINE

st. Temp. Detour
g Section see Sheet-20

Const. Guard Rail Lt.-350'
Rt.-450

Salvage Guard Rail-337.5'
Remove Guard Rail-300'

posed Detour

"LE" 172+94.65 P.S.C.

00 End Grading

"L" 176+86.48 P.S.C.

"LE" 177+44.65 P.S.C.

"L" 177+89.55 P.C.S.

"LE" 179+97.72 P.C.S.

"L" 183+98.55 P.T.

"LE" 184+47.72 P.T.

"L" & "LW"
2° CR
TΔ 14°03'41"
Ts 653.85'
2-600' Sps.
S. 6°00'
a 0.3333

"LE"
2° CR
TΔ 14°03'41"
Ts 578.63'
2-450' Sps.
S 4°30'
a 0.4444

"L" 186+92.27 P.O.T. Rk.
187+00.00 P.O.T. Ah.

EQUA. "LE" 92.27

"LW" 107.95"

EQUATION

2" 187+00.00 Ah. END OF PROJECT
STA. 187+37.00

I-80N-3(47)95

-0.3454

-0.7012

No V.C.

No 15
-0.4919

-0.4919

Finish Grade 12' Rt. 2%, 12' Lt. 2"

APPROVED DATE: 8-13-65	APPROVED DATE: 8-11-65
COLONEL, C.E. DISTRICT ENGINEER	STATE HIGHWAY ENGINEER

FORM P-128X 80M 7-65

COMMISSIONERS
GARNET L. JACKSON, CHAIRMAN
KENNETH H. TRIPLETT, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
MAR 18 1966

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 16, 1966

I-80N-3(47)95
6738

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Contractor's Haul Road Crossing
UPRR M.P. 108.45
Celilo-Rufus Section
Columbia River Highway
Sherman and Wasco Counties
Contract No. 6738
Project No. I-80N-3(47)95

Dear Sir:

Attached you will find a letter from the Union Pacific Railroad Company dated March 8, 1966 in which they detailed the additional cost required by the construction of an access road from the old Columbia River Highway to the railroad roadbed as approved by your letter of December 27, 1965.

This additional work was discussed with your Mr. John Girvin on February 23, 1966 and we received his oral approval to proceed as of that date. We now request your formal approval and authorization to proceed as of February 23, 1966.

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:fp
Enc.
cc F. B. Klaboe
L. H. Young
C. H. Maison
J. F. Putnam
E. L. Scrivner

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

MARCH 8, 1966

File Ref. D 323 - 1 - 63

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease E
Merclock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAR 9 1966
CONSTRUCTION
DIVISION

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Railroad Work - Celilo-Rufus Section
Columbia River Highway,
Wasco and Sherman Counties
State Contract No. 6738 - Project No.
I-80N-3(47)95

This letter is to confirm figures recently supplied to you for cost of raising the Railroad's signal and communication wire lines at MP 108.45 to accommodate a railroad access road the State is building in accordance with agreement of January 25, 1966 covering construction of a nearby overcrossing at Rufus, under the above-referenced project.

Our tentative estimate for the wire line work is as follows:

Description	Labor	Material	Total
Signal Work - Permanent			
Install new poles and raise wire lines	$ 800.	$ 350.	
Labor & material additives	260.	45.	
Contingencies	80.	35.	
Subtotals	$1140.	$ 430.	
Total			$1570.

#2 - Mr. F. D. Morgan March 8, 1966

Description	Labor	Material	Total
Communication Work - Permanent			
Raise wire lines	$200.	$ 50.	
Labor & material additives	65.	5.	
Contingencies	20.	5.	
Subtotals	285.	60.	
Total			$345.
Total Signal and Communication Work	$1425.	$490.	$1915.

Understand that the State and Bureau of Public Roads have authorized this work and will reimburse the Railroad accordingly. Will you please verify?

Yours very truly,

W. D. Jones

FORM S-1288 3011 7-60

RECEIVED
MAR 18 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-n-3(47)95
67:8

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 16, 1966

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

RE: Contractor's Haul Road Crossing
UPRR M.P. 108.45
Celilo-Rufus Section
Sherman and Wasco Counties
Contract No. 6738
Project I-80N-3(47)95
YOUR FILE: D 323-1-63

Gentlemen:

This is in reply to your letter of March 8 concerning the above-captioned haul road requested by Rogers Construction Company on this project.

This is to advise the State has obtained the contractor's acceptance to the terms detailed in your Supplemental Agreement dated March 12, 1964 and he has agreed to bear all costs incurred by the railroad on this crossing.

Therefore, the State will also agree to abide by the terms set forth in that agreement.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

TWL:fp
cc F. B. Klaboe
C. H. Maison
J. F. Putnam
E. L. Scrivner

4.3&.S-.11.
TDL CON 89 3-14-66 3 52 PM

E L SCRIVNER

SUBJECT--CONTRACTORS HAUL ROAD GRADING CROSSING, UPRR MP 108.45, CONTRACT NO. 6738.

LISTED BELOW ARE THE CONDITIONS UNDER WHICH THE CONTRACTOR MUST OPERATE ON THIS HAUL ROAD CROSSING. PLEASE OBTAIN CONTRACTORS WRITTED ACCEPTANCE AND ADVISE WHEN THIS HAS BEEN RECEIVED.

1. THE CROSSING WILL BE CONSTRUCTED AT THE ALIGNMENT AND GRADE AS SHOWN ON THE SKETCH MAP AND PROFILE SUBMITTED WITH MR CHARLES MCINROES LETTER TO MR SCRIVNER DATED MARCH 3, 1966.

2. VENICLES USING THE HAUL ROAD WILL NOT CROSS OVER THE RAILROAD TRACKS AT A SPEED GREATER THAN 10 MILES PER HOUR.

3. THE CONTRACTOR WILL FURNISH CROSSING TIMBERS WHICH WILL BE INSTALLED, MAINTAINED AND REMOVED BY THE RAILROAD.

4. THE CONTRACTOR WILL INSTALL GATES ON EACH SIDE OF THE RAILROAD RIGHT OF WAY TO BE LOCKED WITH RAILROAD LOCKS.

5
5. WHEN CROSSING IS IN USE RAILROAD WATCHMEN WILL BE STATIONED AT THE CROSSING AND WHEN NOT IN USE OR PROTECTED BY A RAILROAD WATCHMAN THE CROSSING WILL BE GATED AND LOCKED.

6. ALL EXPENSED INCURRED BY THE RAILROAD IN CONNECTION WITH THIS HAUL ROAD CROSSING WILL BE BILLED TO THE CONTRACTOR AND ARE NOT TO BE INCLUDED IN THE $16,000 THE STATE IS TO PAY FOR RAILROAD SERVICES AND DEVISES AS SET FORTH ON PAGE 9 OF THE SPECIAL PROVISIONS ON THIS CONTRACT.

I HAVE READ AND HEREBY AGREE TO THE ABOVE STATED CONDITIONS--

ROGERS CONSTRUCTION COMPANY

BY-- [signature]

TITLE-- [illegible]

T W LITCHFIELD
NK

S-.

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

March 8, 1966

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

Ref File: D 323 - 1 - 63

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attn: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

In conjunction with its work on the Celilo-Rufus Section of the Columbia River Highway Project No. I-80N-3(47)95, State Contract No. 6738, Rogers Construction Co. has requested use of a haul road crossing at Railroad Milepost 108.45 adjacent to the Rufus overcrossing.

Under agreement of March 12, 1964, supplementing agreement dated April 14, 1961 relating to Interstate Highway construction between Celilo and Rufus, the State was granted permission to use a haul road at Milepost 108.45. Subject to each and all of the terms of the supplemental agreement, the Railroad has no objections to the State permitting Rogers Construction Co. to use the haul road crossing at this location.

Will you please advise the State's willingness to abide by these terms.

Very truly yours,

W. G. Johnson

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
MAR 10 1966
CONSTRUCTION
DIVISION

Litchfield

W. R. ROGERS
DONALD C. ROGERS

ROGERS CONSTRUCTION CO.

General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND, OREGON 97220

March 3, 1966

Mr. E. Scrivner, Resident Engineer
Oregon State Highway Dept.
The Dalles, Oregon

Re. Contract #6738

Dear Sir:

We would like to make a formal request to have a temporary rail crossing to haul material across the Union Pacfic Railroad at railroad mile post 108.45, This is at the location where you are installing a road approach and culvert pipe for the service to the railroad service road.

Sincerly Yours

Rogers Construction Co.

Charles McInroe

PROPOSED HAUL ROAD CROSSING OF U.P.R.R. AT Sta 3659+08.3

36 31 1 16

T3N. R17E. W.M.
T2N. R17E. W.M.

T2N. R16E. W.M.
T24. R17E W.M.

90

81+26 = H.R. 5+93

SIGHT DISTANCE
@50'N 3600'E, & 5000'W
@50'S

NORTH

℄ Reloc Col. River Hwy E

R.R. R/W ℄

24' C.M.P. (Impact)

UPRR 3659+08.30 = HR. 4+11.63

HAUL ROAD EASEMENT LINE

62'-30" C.M.P. (In Place)

R.R 3655+90.55 PCC

R.R. 3659+05.55 PT

HAUL ROAD EASEMENT LINE

40' H.R.

120'

RR R/W ℄

R.R R/W ℄

R.R
1° 00' CL
TΔ = 11° 38' 42"
SΔ = 1° 34' 30"
VP 75 MPH
T = 741.85
L = 849.50

24' C.M.P.

EXIST. HWY. 169+90 = H.R 1+00

RUFUS

BIGGS

Existing Columbia River Highway
MP 107 53

Haul Road 4+11.65

John Day Dam Rock Surface

Haul Road 4+11.65

PROPOSED HAUL ROAD PROFILE

Scale: 1" = 10 Vert.
1" = 120 Hor.

Original Ground Line on E.N.R.

PROPOSED HAUL ROAD CROSSING
OF U.S.R.S. & U.S. 365310.99
CELILO-RUFUS SECTION
COLUMBIA RIVER HIGHWAY
SHERMAN COUNTY

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent ... project ... funds ... MAR 10 1966 ... U.S. Bureau of Public Roads

Project Name Celilo-Rufus Date March 8, 19 66

Highway Columbia River Contract No. 6738

County Sherman & Wasco Prefix 633-1094

Contractor Rogers Construction Company F. A. Project No. I-80N-3(47)95

Address 11760 NE Glisan St., Portland, Oregon 97220 Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Clean existing culverts installed under previous contracts.

Location by station numbers:

Sta. 285+00
Sta. 322+50
Sta. 543+00
Sta. 593+65
Sta. 81+20

Estimate of quantities and cost:

Labor	$ 600.00
Equipment	900.00
Net Increase	$1,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Work necessary to remove sand, silt and debris from existing culverts to provide for proper operation of these structures. Work to be performed under this order not included in any of items in this contract. All work to be performed in accordance with Standard Spec. 1964 as supplemented and modified by special provisions of this contract. It is anticipated that this work will add 1 calendar day to time required to complete project. This work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,347,855.39	
Present estimate of project cost, including $1,500.00 for work under this order	$4,347,855.39	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Ernest L. Scrivner, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Young 3-24-66

Form E-206—8M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
MAR 3 1965 /s/ [illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Celilo-Rufus Date March 1, 1966

Highway Columbia River Contract No. 6738

County Sherman and Wasco Prefix 633-1094

Contractor Rogers Construction Company F. A. Project No. I-80N-3(47)95

Address 11760 N.E. Glisan St., Portland, Ore. 97220 Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install 62'-30" Culvert Pipe, 14 Ga. and one 16' Type I, Single Drive Gate at access road between old highway and the Union Pacific Railroad service road.

Location by station numbers:

Right of Sta. 82

Estimate of quantities and cost:

Materials	$650.00
Equipment	40.00
Labor	210.00
NET INCREASE	$900.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This work necessary to comply with requirements of Permit of Entry onto Union Pacific Railroad property, and is not included under any of items in this contract. All work to be performed in accordance with Standard Specifications 1964 as supplemented and modified by special provisions of this contract. It is anticipated that work to be done under this order will not increase time required to complete project. This work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$347,855.39	
Present estimate of project cost, including $ 900.00 for work under this order	$347,855.39	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Ernest L. Scrivner, Resident Engineer

Approval Recommended: /s/ John A. Bond for, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

SP**6191-734

4-18-66

FORM E-123X SOM 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. TRIPLETT, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
FEB 18 1966

FOR FILING
I-80N-3(47)95
6.1-1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 17, 1966

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Contractor's Haul Road
UPRR M.P. 101.15
Celilo-Rufus Section
Columbia River Highway
Sherman and Wasco Counties
Contract No. 6738
Project No. I-80N-3(47)95
YOUR FILE: D 323 - 1 - 63

Gentlemen:

Attached you will find a letter dated February 4, 1966 from Mr. John B. DeWitt of Rogers Construction Company and a sketch map showing the haul road desired by the contractor beneath your bridge over Fulton Canyon at the above-captioned location.

There is in existence an agreement dated April 14, 1961 which was supplemented on November 22, 1963. This supplement provides for a 16-foot haul road under the east end of this structure. You will note the haul road proposed by Rogers Construction Company will pass under the middle span of this structure. With your concurrence, we propose to allow the contractor to proceed with the use of this haul road subject to the terms of the supplemental agreement of November 22, 1963.

The agreement dated April 14, 1961 was supplemented on June 10, 1963 to extend termination date for the construction to April 14, 1966. Inasmuch as the completion date for this contract is specified for October 31, 1966, we request this agreement be further supplemented to extend this termination date to April 14, 1967.

Please review this situation and advise if our proposed action is correct.

Very truly yours,

TWL:bjm
Attachment

cc: F. B. Klaboe
L. H. Young
C. H. Maison
J. F. Putnam
E. L. Scrivner

NOTED
F. B. KLABOE

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
FEB 18 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FEB 1 - 1966

FOR FILING

I-80N-3(47)95

6738

January 31, 1966

4280

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Celilo-Rufus Section
Contract No. 6738
FAP No. I-80N-3(47)95
Your File 08-35-EC/550.1

Dear Sir:

I have your memorandum of January 12, 1966 concerning our employment of consultants for inspection of structural steel fabricated outside the state.

Since your ruling of November 1, 1962 (08-35.2) we have followed the procedure outlined in our letter to you on December 6, 1962 (copy attached), supplementing this procedure with inspection procedure requirements and a letter form of agreement, all as submitted to you for this particular project. The general procedure had your approval on Oregon Project ER-96(1), John Day River Bridge, and Oregon Project I-80N-3(41)80, Big Eddy-Celilo Section.

Referring to your memorandums of November 8, 1965 (08-35-EC/550.1) and January 12, 1966 (08-35-EC/550.1):

1. The bridge engineer makes the evaluation of prospective consultants.

2. No reliance is placed on brochures. We either know the abilities and capabilities of the firms with which we deal or make such investigation as is necessary to determine a new firm's capabilities.

NOTED
TOM EDWARDS

3. No particular effort is made to determine a firm's current work load. If, on request, a firm submits a proposal, it is assumed that they have manpower available to do the work.

4. The bridge engineer makes the selection of the firms with whom negotiations are to be initiated.

5. The bridge engineer conducts the negotiations.

6. Going prices for the work are known. They are, at the present time, from $2 to $6 per ton, dependent entirely on the quantity of work any particular firm may have at a particular plant, location of the firm's offices with relation to the fabricating plant, et cetera.

The above applies to the selection of firms to perform shop inspection on the fabrication of structural steel and related items only. The general procedure has been routine with the Highway Department for years and has proved satisfactory.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

CAG:jf jwa

December 6, 1962

Mr. A. W. Parsons
Division Engineer
U.S. Bureau of Public Roads
477 N. E. Cottage Street
Salem, Oregon

Re: Inspection of Structural Steel

Dear Mr. Parsons:

This is to advise you of our past, current and proposed future methods of accomplishing shop inspection of structural steel and related items used in Highway Bridge Construction.

Work fabricated within the State and its so called contiguous area is inspected for compliance with plans and specifications by State engineering forces. Work fabricated in Portland and Salem is handled by permanent laboratory personnel stationed in these towns. Work fabricated outside of Portland (Boise, Eugene and Medford) is handled by Bridge Division resident engineers located closest to the fabricating shop, assisted by Salem Bridge office and laboratory personnel as required to accomplish the necessary inspection. Jobs handled by laboratory personnel are charged on a per ton basis (currently $3) for inspection service furnished. Jobs handled by resident engineers are charged on an actual time and travel basis.

Because of Oregon's out-of-state travel regulations, time and expense of travel and other reasons, we must go to outside inspection agencies to handle work fabricated out of State.

Work fabricated in California is, by mutual agreement between the two states, handled for us by California Highway Department personnel working under H. V. Hveem, California State Highway Department materials inspector. We pay the State of California a unit price per ton for shop inspection services. The current rate is $4.50 per ton.

On work fabricated outside of the States of California and Oregon, we are using two national and world wide inspection agencies, Robert W. Hunt Company and Pittsburgh Testing Laboratory. These are worldwide firms of unquestionable ability and standing in the entire field of inspection of construction or other type materials. Historically, we have made use of these two firms since the early 1930's and

they have always done satisfactory work for us. For work fabricated in the Seattle area, we have recently investigated a local Seattle agency working under the name of Herman Adalist and Associates and find, through our investigation, they can and do the quality of work we require. They have not as yet been appointed to do any work for us.

Once we determine the location of the fabrication shop, we proceed to arrange for the necessary inspection. If the work is done in State, we direct the laboratory or appropriate resident engineer to handle the work. If the work is done in a California shop, we request and authorize the California Department to do the work. If the work is done outside California and Oregon, we ask for quotations on the work from Hunt, Pittsburgh and the Adalist firm (if the work is in the Seattle area). The firm offering the best quotation is then authorized to do the work.

Insofar as PPM-406 is concerned, we have never considered this use of outside inspection agencies as employment of consulting engineers in a true sense. We consider it to be a special and limited service and, as such, not subject to the controls of PPM 40-6.

It is our intention to continue our present practice of selecting inspectors as outlined herein. We will furnish you copies of bids received and information as to the agency we propose to use for your consideration and approval.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:dl

cc: Laboratory

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
JAN 13 1966
LEGAL & RIGHT OF WAY

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 12, 1966

In reply refer to: 08-35-EC/550.1
X REF: Oregon Project
I-80N-3(47)95

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Employment of Consultants

Mr. Merchant's December 30 letter on the Celilo-Rufus Section (I-80N-3(47)95) requested our approval of a consultant agreement between the State and R. W. Hunt Company for shop inspection of structural steel.

Our November 8, 1965 memorandum indicated that your statement of procedures for evaluating and selecting consultants was inadequate to comply with the revision of PPM 40-6 dated August 23, 1965. In view of the fact that we do not have a currently approved statement, as an interim measure it will be necessary to provide us with a full explanation in greater detail than that furnished in the second paragraph of your letter as to how the consultant was selected. The questions raised in our November 8, 1965 memorandum may be used as a guide for this purpose. We are particularly interested as to whether or not you prepared any estimate of the anticipated cost of the inspection work prior to contract negotiations.

RECEIVED
JAN 11 1966

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
W. R. ROGERS
DONALD C. ROGERS
FEB 2 1966
FOR FILING

I-80N-5(17)45
6738

ROGERS CONSTRUCTION CO.

General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND, OREGON 9722[illegible]

January 31, 1966

Mr. F. B. Klaboe,
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Re: Celilo-Rufus Section, I-80N
Contract #6738

Dear Mr. Klaboe:

Thank you for your letter of January 27th concerning our request to use the Fulton Canyon state-owned quarry site.

We would like to proceed under alternate two in which we would be allowed to set our plant up on state-owned quarry on the basis of a 2½¢ per ton royalty payment, quantity to be determined by weigh tickets.

Thank you for your consideration of this matter.

Very truly yours,

ROGERS CONSTRUCTION CO.

Chas R. McInroe

Charles R. McInroe

CRMI/PJJC

copies

REFERRED TO
Porter - Morgan - Young - Inman
By Asst. State Hwy. Engr.

Putnam
2-1-66

RECEIVED
FEB 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 1 - 1966
FOR FILING
I-80N-3 (47) 195
6738

Salem, Oregon 97310
January 31, 1966

Mr. T. W. Litchfield
Utilities Liaison Engineer
B U I L D I N G

Oregon Project I-80N-3(47)195,
Celilo-Rufus Section,
Union Pacific Railroad
Company Agreement

I enclose a copy of a memorandum recently received from the Bureau of Public Roads concerning this railroad agreement.

Please take whatever action is indicated in the Bureau's report as soon as possible in order to clear this matter up.

Item 5 calls our attention to wording in the agreement that needs careful evaluation. This item apparently contains language which would make us responsible to the Railroad for any costs incurred whether they were reimbursable under PPM 30-3. I believe we have resisted this clause in the past and we should continue to do so.

Please advise me of your opinion in this matter.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

Enclosure

cc: Mr. Victor D. Wolfe

Form CD-121 (11-63) (Free. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 25, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-3(47)195, Celilo - Rufus Section
Union Pacific Railroad Company Agreement

The preliminary draft of the subject Railroad Agreement, submitted with Mr. Litchfield's January 5 letter, has been reviewed and is considered satisfactory, except as noted below. The plans and estimate for the railroad work are approved, and you are authorized effective this date to proceed with all work not in conflict with the following comments:

1. Federal-aid participation in the cost of this work will be contingent upon receipt and our approval of a satisfactory executed railroad agreement incorporating the changes herein suggested, but not substantially different from the agreement reviewed.

2. The agreement or subsequent supplements thereto will include provisions regarding control of access. The manner proposed in Mr. Litchfield's November 23, 1964 letter and accepted by Union Pacific Railroad's March 19, 1965 letter on a Statewide basis is an acceptable procedure, providing this is accomplished without undue delay.

3. Contributions for railroad's rights of access shall not be eligible for Federal-aid participation. Furthermore, participation in acquisition of crossing easements must be based upon State appraisals that give consideration to the effect on railroad operating property. If the highest and best use of the operating property is not affected, then the value estimate under typical situations should not be the fee value of the land, but a nominal amount that reflects the fact that there would be little or no change in value.

4. We understand that the easement so described under Section 2 Third as that area in pink on Exhibit A will be granted by the Railroad to the State as an interim easement; however, the Railroad will transfer this area to the Corps of Engineers,

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

1-31-66

who will in turn convey this area to the State. You should be assured that upon receipt of this property it shall be protected by access rights as necessary.

5. We seriously question the intent of Section 4(b) wherein the Railroad indicates that you will reimburse " ... the Railroads for the expense of performing the work ... of this section, <u>including but not limited</u> to reimbursement permitted ... " by PPM 30-3. (Underscoring supplied.) We suggest you evaluate the underscored clause closely. Of course, our participation is limited to PPM 30-3.

6. On page 2 of Exhibit "C" in the second line the Railroad mentions reimbursement for "all costs". We suggest a qualifying word such as "eligible" may be appropriate to separate the quoted words above.

RECEIVED
FEB 2 - 1966
FOR FILING
I-80N-3(47)95
6738

January 31, 1966

Mr. W. G. Johnson
Superintendent
Union Pacific Railroad Co.
2525 N. Larrabee Avenue
Portland, Oregon 97227

Subject: Railroad Agreement
Celilo-Rufus Section
Columbia River Highway
Sherman County
Contract No. 6738
Project No. I-~~80N~~-3-(47)95
Fux 507
R/W File R-33863
Railroad File D-323-1-63

Dear Mr. Johnson:

The subject agreement was forwarded to your office on January 27, 1966, for execution by railroad officials.

Authorization to proceed with the construction was contained in Mr. Litchfield's letter of the same date.

In the subject agreement, it recited that the State Highway Department would pay the railroad $100 as consideration for the easements to be granted by the railroad. This letter is to notify you that the State Highway Department does not acknowledge any obligation to pay the railroad any sum as consideration for easements, and it is our understanding that the said sum of $100 is being paid for a drafting fee required in connection with the granting of the easements and not as consideration for the easements.

Very truly yours,

[redacted]
State Highway Engineer

By

F. B. KLAUE
Asst. State Highway Engineer

JLS
FBK:ja

cc: G. E. Rohde
Forrest Cooper
R. L. Porter
D. H. Moehring
L. H. Young
C. H. Maison
T. W. Litchfield
J. F. Putnam

RECEIVED
COMMISSIONERS AA
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. ERIDLEY, MEMBER
FOR FILING
DAVID B. SIMPSON, MEMBER
PORTLAND
I-80N-3(47)95
6738

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 27, 1966

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Railroad Work
Celilo-Rufus Section
Columbia River Highway
Wasco and Sherman Counties
Contract No. 6738
Project No. I-80N-3(47)95
YOUR FILE: D 323 - 1 - 63

Gentlemen:

Your estimate and Exhibit Maps showing the adjustment of your facilities on the above-captioned project, as attached to the proposed railroad agreement and submitted with your letter of December 28, 1965, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of January 25, 1966.

Please contact Mr. Ernest L. Scrivner, P. O. Box 302, The Dalles, Oregon 97058, Phone 298-1791, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed subsequent to January 25, 1966 will be made subject to the provisions of PPM 30-3 and all supplements thereto. Please be sure to include the beginning and completion dates of your work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: A. W. Parsons
F. B. Klaboe
L. H. Young
C. H. Maison
J. F. Putnam
E. L. Scrivner
R. P. Hamilton
F. W. Sugnet

RECEIVED
JAN 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 27 1966
FOR FILING

I-80N-3(47)95

6738

January 27, 1966

Mr. Ray Rogers
Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Re: Calilo-Rufus Section, I-80N
Contract No. 6738

Dear Mr. Rogers:

Reference is made to our telephone conversation of January 26 concerning your request to use the Fulton Canyon state-owned quarry site. I agreed at that time to allow you to proceed in one of two alternates:

1. We will issue a permit for you to set your plant up in the state-owned property and crush material from privately-owned sources. This permit would be issued at no cost.

2. We would allow you to set up on the state-owned property and crush materials from the state-owned quarry on the basis of a 2½-cent per ton royalty payment. A measurement of the quantities used would be determined from the weigh tickets issued on the material.

Please indicate your choice of the alternates listed above on the bottom of a copy of this letter and return to this office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. S. Klaboe
Assistant State Highway Engineer

FSK:sf6

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison

FORM S-1551 5OM 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 24, 1966

NOA
1-25-66

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration as an NOA Item at the January 25 Commission meeting a proposed agreement between the State and Union Pacific Railroad Company. This agreement has to do with the construction of the Celilo-Rufus Section of the Columbia River Highway in Wasco and Sherman Counties. This agreement provides for the State to construct an access road from the old highway to the railroad, line ditches adjacent to the railroad with rock, and extend the rock slope protection proposed beneath the railroad overcrossing structure. This work is to be done by the State's contractor, will be performed as extra work and should not cause an overrun in the original project authorization.

The Railroad is to re-arrange its facilities as required by the project at an estimated cost of $30,320. The Railroad also requests the State to pay $100 for the easements granted by the Railroad.

This agreement has been reviewed by the State and found to be satisfactory. It is now being reviewed by the Bureau of Public Roads. We recommend your approval of this agreement, subject to the approval of the Bureau of Public Roads.

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

cc: Floyd Query ✓
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
J. H. Young
E. D. Morgan
T. W. Litchfield
J. F. Putnam

(A)
2 COPIES TO BE SIGNED

Bus Committee

NOTED
FLOYD QUERY

FEB 14 1966
FOR FILING
I-80N-3(47)95
6737

6738

December 30, 1965

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, NE
Salem, Oregon

Dear Sir:

Re: Colilo-Rufus Section
Contract No. 6738
FAP I-80N-3(47)95

Herewith correspondence with Robert W. Hunt Company that constitutes an agreement between the State and that firm for shop inspection of structural steel for the above project.

For your general information two other firms performing this type of work in the Seattle area were considered for this work. The proposals for their work were not considered because of price and other conditions.

The certificates required by Article 2 of the General Conditions are attached.

Very truly yours,

Ivan D. Korchnt
Bridge Engineer

CMG:jf

cc: C. H. Unison
L. H. Young

Attachments

Salem, Oregon 97301

November 8, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

[illegible] signed by
[illegible] Coordinator

08-35.EC/550.1

A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

Oregon - Employment of Consultants for Engineering Services

Your September 27, 1965 letter advised that your January 5, 1962 statement of procedure for evaluating and selecting consultants was generally still applicable.

Review of your statement and comparison with procedure submitted by other states indicates that considerably more explanation is intended in complying with subparagraph 3a of PPM 40-6 than provided in your letters. Some of the following questions are unanswered:

1. Who makes the evaluation of prospective consultants?
2. Too much reliance would seem to be placed on brochures alone.
3. How does the State obtain data needed to compare current and prospective workload with capacity?
4. Who makes the selection of the firm with which negotiations are initiated?
5. Who participates in the negotiations?
6. Does the State highway department examine the reasonableness of the fee proposed on the basis of its own experience or by means other than comparing it with curves recommended by professional societies?

The Washington Department of Highways furnished you with procedures it used in the selection of the consultant for the Interstate Route 82 Reconnaissance Study. We now are furnishing herewith a copy of procedures used by the Commonwealth of Kentucky. In view of your rather limited use of consultants we would not expect as elaborate procedures to be developed by your department, however we believe considerable expansion and consolidation of your statement into one document will be necessary prior to approval of further consultant work.

TD:rd
CC: Region

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JAN 25 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
DEC 30 1965

I-80N-3(47)95

Form CD-121 (11-63) (Pres. by B.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

KLAMATH

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 27, 1965

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-3(47)95
Celilo - Rufus Section
UPRR Adjustment

Mr. Litchfield's December 20 letter requested our concurrence in certain plan changes requested by the Railroad Company as a stipulation of their approval of the construction plans.

This work involves the addition of an access road and locked gate outside the access control line, a change of a crossdrain size for this access road and extensions of rocklined ditches adjacent to the railroad property. Also requested is rock slope protection under the structure ends.

It is understood these items will be handled as price agreements or extra work orders by the highway contractor; therefore, these items are acceptable for our approval upon submission of satisfactory price agreements or extra work orders. Furthermore, our approval is subject to our approval of the Railroad Agreement.

REFERRED TO
[illegible]
BY ASST. STATE HWY. ENGR.
12-29-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 5 - 1966

FOR FILING
I-80N-3(47)95
6734

STATE ...

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement. Federal funds are limited.
DEC 28 1965
[illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name	Celilo-Rufus	**Date**	Dec. 22 19 65
Highway	Columbia River	**Contract No.**	6738
County	Sherman & Wasco	**Prefix**	633-1094
Contractor	Rogers Construction Co.	**F. A. Project No.**	I-80N-3(47)95
Address	11760 N.E. Glisan St., Portland 20, Oregon	**Order No.**	2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair two short sections of existing roadbed. This work will consist of hauling and placing fill material where grade has washed out and at location where small section of subgrade has settled.

Location by station numbers:

Station 525. Station 545

Estimate of quantities and cost:

Equipment	$ 900.00
Labor	200.00
Net Cost	$1,100.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work not anticipated and cannot be performed under any of contract bid items. Work to be performed in accordance with Standard Specs for Highway Construction, 1964. Work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,347,855.39	
Present estimate of project cost, including $ 1,100.00 for work under this order	$4,347,855.39	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Ernest L. Scrivner — Resident Engineer

Approval Recommended: /s/ John A. Bond For — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam — Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Young 1-4-66

FORM 6-122X 50M 7-65

RECEIVED
DEC 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. SIMPSON, MEMBER
PORTLAND
CLERK

I-80N-3(47)95
61-4

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 20, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Approved Construction Plans by UPRR
Celilo-Rufus Section
Columbia River Highway
Wasco and Sherman Counties
Contract No. 6738
Project No. I-80N-3(47)95

NOTED
F. B. KLABOE

Dear Sir:

Attached you will find copies of plan sheets 10, 12 and 13 on which is indicated changes requested by the Union Pacific Railroad Company in their letter dated November 30, 1965. They include on Sheet 10 the addition of an access road and a locked gate approximately as shown on the plan, but with the location to be determined in the field by our Resident Engineer and a representative of the railroad. Sheets 12 and 13 show extension of rock lined ditches adjacent to railroad property. The railroad also requests the addition of rock slope protection under the structure ends which should be placed as shown in red on the attached drawing.

Please note the railroad requests a 30-inch culvert under the approach, rather than a 15-inch pipe we would normally use. There is no 30-inch pipe included in this contract; therefore, we intend to handle this matter by a Price Agreement with the contractor.

We recommend your approval of these minor changes in plans and request authorization to proceed immediately with this work.

TWL:bjm

Attachments

cc: F. B. Klaboe
L. H. Young
I. D. Merchant
J. F. Putnam
Lowell Stratton

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
DEC 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

NOVEMBER 30, 1965

File D 323 - 1 - 63

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Post
Merelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
DEC 2 1965
CONSTRUCTION
DIVISION

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Herewith returned are one set of final plans and one copy of Sheet 10 from Preliminary Plans prepared by the State and submitted with your letter of October 19 for the Celilo-Rufus Section of Columbia River Highway, including an overpass at Railroad MP 108.49 near Rufus, Oregon.

As noted on the plans, they have been approved by Mr. J. M. Bates for the Railroad's Chief Engineer, who gave his approval subject to the conditions outlined in my letter of August 17, except that the Railroad is agreeable to the State constructing and providing a locked-gate access at Railroad MP 108.45 shown on preliminary sheet 10 also bearing Mr. Bates' approval. As indicated in red pencil the haul road should provide for the future construction of an additional track and a corresponding relocation of the Railroad's service road. The culvert to be installed through the haul road to carry railroad side drainage should take this into consideration and also be increased to 30" diameter in lieu of 15" as indicated in red pencil.

While in your letter of September 13 you indicated that the State would make the other changes requested by the Railroad, Sheets 10, 12 and 13 of the final plans have been marked in red pencil to show the requested changes covering rock protection on the entire highway end-fill slopes at the overhead crossing at Railroad MP 108.49 and drain ditches to be constructed in vicinity of Railroad Bridge 109.40.

Yours very truly,

W. G. Johnson

enc.

RUFUS

T 3 N, R 16 E, W M
T 2 N, R 16 E, W M
T 3 N, R 16 E, W M
T 3 N, R 17 E, W M

Sta 505+71 to Sta 83+24.97
Const. Guard Rail
(For Quantities, See Sht. 7)

Access Control Line

"L" 715+28.95 P.O.T. Bk. = EQUA.
"L" 69+51.32 P.O.T. Ahd.

Const. Type I Fence

Const. Metal Median Barrier

N. 68° 27' 30" E.

Const. Type I Fence

Access Control Line

R/W

R/W

Sta 712+00 to 82+60
Const. A.C. Curb

"L" 70+52.49 P.S.C.

"L" 74+52.49 P.S.C.

Sta 649+52 to Sta 82+61.87
Const Guard Rail
(For Quantities See Sht. 9)

Inst. Corr. Metal Catch Inlet
Inst. 8" Drain Pipe - 30'

Future Track
Existing R.R. Service Rd.

Future R.R. Service Rd.

2° C.R.
Ta 17°49'00"
Ts 649.38'
2-400' Sp.
S 4°00'
a. 0.5

Const. R.R. Appr. Road
Inst. 30" Pipe - 54'
Inst. 16' Gate
Final Location to be in the Field

O.W.R.&N. Co. (U.P.R.R. Lessee)

77.63'

EQUATION

Finish Grade 32' Rt.

+2.90

Top of Exist. Subgrade

Orig. Ground Line

600' V.C.

+0.015

10.08

+64.10

+28.93 Bk.

+51.32 Ahd.

710 715 70 75

FINAL SURVEY — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED

ORIGINAL SURVEY — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED

CELILO-RUFU
COLUMBIA RIVE
WASCO & SHERMA

FED. ROAD Div. No.	STATE
8	OREGON

T.3N., R.16E., W.M.
T.3N., R.17E., W.M.
Sta. 82+61.87
Rail
(See Sht. 9)
Future R.R. Service Rd.
Const. R.R. Appr. Road
Inst. 30" Pipe - 54'
Inst. 16' Gate
Final Location to be Determined in the Field
R.R. R/W
Existing Columbia River Highway
Const. Type 1 Fence
(By Others)
Sta. 87+83 to Sta. 101+45
Const. Guard Rail - 1362.5'
Const. Slope Protection
See Sheet 2B For Details
Const. Guard Rail - 300' Lt.
362.5' Rt.
Const. 2 Composite Steel Deck Girder and R.C.D.G. Structures, One 456' Long, One 450' and Org. Nos. 19937 thru 19948, 20099, 14660 & 20341
See Sheet 10A for Super Runoff Chart
Final Finish Grade 12' Rt. & Lt.
Subgrade
Selected Subgrade Material
See Sheet 2B For Slope Treatment
Exist. Fill Slope Var. Nor. 4:1
Ground Line at ℄
R.R. Fill Under "Lwe" ℄
R.R. Fill Under "Le" ℄
"Le" 2,200' V.C.
"Lw" 800' V.C.

Emb. in Place 74,936
" " " 1,112 (Selected Subgrade Material)
" " " 1,800 (Selected Rock Emb.)
621 (Gravel Blanket)

Emb. in Place 40,189
" " " 3,095 (Selected Subgrade Mat'l)
" " " 1,777 (Selected Rock Emb.)
621 (Gravel Blanket)

80 85 90

8V-339

CELILO-RUFUS SECTION COLUMBIA RIVER HIGHWAY WASCO & SHERMAN COUNTIES				SHEET NO. 10
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	[illegible]		[illegible]

+20.24 Corr. Sh. P. 1280 pe (final) Extend 60' Rt. Tr. Exc. 1 C.Y. +00 End Median Barrier Const. Guard Rail-625' Rt. -12.5' Lt.

"L" 83+67.72 P.O.T. (20' Lt.)
"L" 83+67.72 P.S.
"L" 84+48.62 P.S.
"L" 84+85.78 P.O.S.
"L" 85+21.24 P.O.S.
U.P.R.R. 3662+18.17 P.O.T.
R.R. 3662+59.12 P.O.T.
"L" 87+67.72 P.S.C.
"L" 88+48.62 P.S.C.
"L" 89+29.49 P.S.C.
"L" 95+69.27 P.S.C.
"L" 97+69.27 P.S.C.

Const. 2 Composite Steel Deck Girder and R.C.O.G. Structures. One 450' and One 456' Long, Width-30' Org. Nos. 19937 thru 19948, 20099, 14660 & 20341

"L", "E", "W" 400' Sp. S 4°00' O 0.5

"L", "E", "W" 2° C.L. Ta 22°59'00" Ts 782.86'

R.R. R/W

Const. Type 1 Fence (By Others)

Sta. 87+83 to Sta. 101+45 Const. Guard Rail-1362.5'

Const. Slope Protection See Sheet 2B For Details

Const Type 1 Fence

Sta. 87+12 to Sta. 100+62 Const. Guard Rail-1350'

Const. Guard Rail-300' Lt. -362.5' Rt.

Existing Columbia River Highway

16' Determined

55' R

45' R

"L" 83+43.32 P.T.
"L" 83+67.72 P.O.T. (20' Lt.)
"E" 83+67.72 P.O.T.
"E" 84+51.23 P.O.T.
U.P.R.R. 3661+78.22 P.O.T.
"E" 85+29.49 P.S.

+12.90

+0.30 -1.63 Ft.

219.53

219.55

+2.90

+2.49

87+67.72

+12.80

+26.90

162.80

+2.50

"L" 2,200' V.C.

"L" 200' V.C.

Final Finish Grade 12' Rt. 2%

Final Finish Grade 12' Lt. 2%

Subgrade

Selected Subgrade Material

See Sheet 2B For Slope Treatment.

Exist Fill Slope Var. Mor. 4:1

Ground Line on ℄

R.R. Fill Under "L" ℄

R.R. Fill Under "E" ℄

See Sheet 10A for Super Runoff Chart

See Sheet 7

Emb. in Place	74,936
" " "	1,112 (Selected Subgrade Material)
" " "	1,880 (Selected Rock Emb.)
	621 (Gravel Blanket)
Emb. in Place	40,189
" " "	3,095 (Selected Subgrade Material)
" " "	1,777 (Selected Rock Emb.)
	621 (Gravel Blanket)

220
210
200
190
180
170
160

85 90 95

RECEIVED
NOV 29 1965
FOR FILING I-80N-3(47)

Form CD-121 (1-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6738

KLAMATH

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 19, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-3(47)95
Celilo-Rufus Section
Grading, paving, structure & signing

As requested in Mr. Young's letter of November 10, 1965 advising that all rights of way or rights of entry and access rights except as noted below, have been acquired for the above project, we hereby concur as of November 4, 1965 in the award of contract No. 6738 to Rogers Construction Co., of Portland, Oregon, low bidder in the amount of $3,811,370.35 at the November 2, 1965 bid opening.

A finding in the public interest has been made waiving the requirements regarding proper coordination of the railroad work involving right of way occupancy and use noted as an exception in your letter. The railroad agreement should provide for relinquishment of access rights.

REFERRED TO
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 12 1965
FOR FILES

November 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of November 3, 1965 is requested in the award of contract for the Celilo-Rufus Section, Project No. I-80N-3(47)95.

The contractor receiving the award is Rogers Construction Co. of Portland in the amount of $3,811,370.35 with the Contract No. 6738 assigned. This bid was received on November 2, 1965 and awarded November 4, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations, with the exception of the following: It is noted in our special provisions that ther will be a delay in the access to the Union Pacific Railroad property. Approval of this restriction was given in your tentative approval of award of contract and participation in properly approved time extensions will be eligible if delays should occur beyond February 1, 1966.

Very truly yours,

Forrest Cooper
State Highway Engineer

by L H Young

L. H. Young
Office Engineer

DAR:jb

RECEIVED
NOV 5 1965
FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. HOLLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-8, 1-3(47)
67 1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR
G. E. ROHDE
CHIEF COUNSEL

November 5, 1965

Rogers Construction Company
11760 N.E. Glisan Street
Portland, Oregon 97220

Gentlemen:

The State Highway Commission on November 4 awarded to you State Highway Contract No. 6738 for the following project:

Grading, paving, structures and signing on the Celilo-Rufus Section of Columbia River Highway in Sherman and Wasco Counties.

This award was based on your bid of $3,811,370.35 which was submitted to the Commission on November 2 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
OCT 20 1965
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-3(47)95

TO 6734 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 11, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-3(47)95
Ceilio-Rufus Section
Grading, Paving, Structures & Signing

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way and control of access rights have been acquired or rights-of-entry obtained, with relocation advisory assistance unnecessary, as indicated in Mr. Oakes' and Mr. Litchfield's October 7, 1965 reports with the following exception:

File No. 33863 - Union Pacific Railroad

It is understood that your specifications will be modified by revision letter to advise bidders that the above parcel possibly will not be available for the contractor's occupancy and use until February 1, 1966. Our Regional office has found such a procedure to be in the public interest based on the information submitted with Mr. Young's October 5, 1965 letter. Your certification regarding coordination of utility and railroad work, required in your request for concurrence of award, should specifically note this exception to assure participation in any approved time extension should delays beyond February 1, 1966 occur.

The above action should not be construed as authorization to proceed with actual adjustment of railroad facilities. A draft of an agreement covering relinquishment of access rights as well as plans and estimate should be furnished to initiate such action on the $30,320 reserved in your estimate for this purpose.

The previously mentioned waiver is of the type that can be issued only on very rare and infrequent occasions. You are urged to take whatever action is necessary to improve the liaison with the railroad to accomplish this end result.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Further action also is necessary to establish eligibility of the funds reserved in your estimate for a tack coat.

You were authorized to proceed with the Pacific Power and Light adjustment included in the estimate on August 26, 1965 and we received executed copies of the X-permit eliminating access rights on September 21, 1965. You are commended for undertaking these utility adjustments prior to the advertising of this project, however, such action will not obviate the necessity for providing the certification previously mentioned in connection with the railroad work. Furthermore, we must insist that Article 7-26 of your special provisions be modified by an appropriate revision letter to the contractors to be consistent with such certification and avoid any possibility of increased bids.

You may also proceed with railroad protection work estimated at $16,300 and contractor's flagging estimated at $5,000.

The pavement type selection for the project is accepted on the basis of documentation attached to your November 16, 1964 and June 8, 1965 "Project Base Design" sheets. Stage construction of the pavement is acceptable on the basis of these designs. Eligibility of the future 2-inch overlay for financing with Interstate funds is thereby established, provided the work is completed within the statutory time limit set for completion of the Interstate system and provided sufficient apportioned FAI funds are available for expenditure for such work at the time the work is authorized.

We note that the provisions of Article 3.15-2.1, Aggregate, Supplemental Standard Specification, have been modified by special provision, page 17, to allow the use of 1" maximum size aggregate. It is presumed the range of asphalt content as set forth in the supplementals still holds, but we feel compelled to point out the possibility of added cost through use of the finer aggregate.

Use of the reduced maximum size in a single 3" lift is questioned, and we suggest that in addition to the optional size the contractor be obligated to place in two lifts if the smaller size is used. If this is done we would have no objection to using down to 3/4" maximum size if the asphalt content is held down.

Use of 1"-0" or smaller material in the Plant Mix Bituminous Base might also call for reduction in the percent fracture to something less than the 70% value now specified for base course surfacing.

The use of Article 102-1.3, Embankment Measure, is approved for use on this specific project.

(more)

You are to be commended for development of your "Reference Index" and its utilization on this project. This consolidated index certainly will reduce our review time and it is conceivable that many other users will note a similar saving in time.

Mr. Young's October 7, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

RECEIVED
OCT 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 12 1965
FOR FILING

FORM E-30X—GOM—7-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 8, 1965

To: Mr. L. H. Young
Office Engineer

OFFICE ENGINEERING

SUBJECT: Supplement to Right of Way Status Report - November 2 Bid Opening

In regard to the Celilo-Rufus Section for grading, paving, structure and signing, it has been called to our attention that the specifications are written to not use railroad property for the construction of the Rufus Overcrossing until February 1, 1966. The approval of P. S. & E. documents for advertising under the November 2 letting is in the public interest as shown in a letter to Mr. Parsons from Mr. Young dated October 5, 1965.

G. E. ROHDE
Chief Counsel

By

John R. Oakes
Assistant Right of Way Engineer

JRO:mk

cc: F. B. Klaboe
G. E. Rohde
C. H. Maison
M. R. Mitchell

NOTED
F. B KLABOE

RECEIVED
OCT 6 - 1965

I-80N-3(47)95

6738

October 2, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Celilo-Rufus Section
I-80N-3(47)95

Dear Sir:

We hereby request that the requirement of subparagraph 6e of PPM 21-6.3 relative to availability of right of way for the contractor's immediate occupancy and use at the anticipated award date of the contract in connection with the Union Pacific Railroad property involved in the construction of the railroad overcrossing structure near Rufus and also the requirement that a draft of the agreement with the Union Pacific Railroad be furnished prior to your concurrence in award be waived as being in the public interest for the following reasons:

There is urgent need to advance this project to the physical construction stage to fit in with our plans to finish the Interstate System within the time specified.

The promptness with which the railroad writes and furnishes the State of Oregon with an acceptable draft of its agreement is a condition over which we have no control. Negotiations with the railroad have been in progress since we submitted a vicinity map and plans for the structure on February 25, 1962 and September, 1962 respectively. Complete preliminary plans for the entire project were submitted to the railroad on June 9, 1965. Copies of the entire construction project were sent October 4, 1965 for the railroad's approval.

The inability to occupy and use railroad property will not seriously interfere with the contractor's operations on this project when one considers that the only portion to be held up is the Rufus S.P.R.R. overcrossing structure. This structure makes up approximately 10% of the contract and can be constructed well within the completion date set for October 31, 1966.

We have a permit of entry dated August 19, 1965 from the railroad which allows the State to enter on their property for preliminary work in connection with the construction of the overcrossing structure near Rufus. The balance of the project to the west is covered under railroad agreement executed for Project No. I-80N-3(22)95. The restrictions applicable to this project will be put in the special provisions restricting the contractor's operations within railroad property in the vicinity of the overcrossing structure near Rufus until Feb. 1, 1966.

We believe it is to the best interest of all concerned to advertise this project for bids to be received November 2, 1965 and not hold up construction any longer for lack of a railroad agreement. Prompt action is desired as the ad must be released October 11, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

cc: R. L. Porter
F. B. Klaboe
F. D. Morgan
V. G. O'Neil
T. W. Litchfield
R. H. Chase

FORM E-122X 50M 8-65

RECEIVED
SEP 14 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ILING
I-84N-3(47)95
6734

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 13, 1965

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Design Changes
Celilo-Rufus Section
Columbia River Highway
Sherman County
Project No. I-80N-3(47)95
YOUR FILE: D 323 - 1 - 63

Gentlemen:

This is in reply to your letter of August 17, 1965, with which you returned a set of our preliminary plans of this section with some suggested revisions to be incorporated into the final design.

We have reviewed your suggested revisions and wish to comment as follows:

Sheet #10

The reference to Sheet #2B has been made on the final construction plans as requested.

Sheet #12

As stated in the last paragraph of your letter, we proposed an alternate access to your tracks in our conference of August 2, 1965. On September 7, 1965 I delivered to your Mr. Tabor four prints of our Plan Sheet #10 on which was shown an access from the old highway to your tracks via an existing contractor's haul road. We intend to leave this haul road in place for your use when construction is completed.

Sheets #12 and #13

We have not shown additional drain ditches on our plans, as you requested, but if it is found that ditches are necessary to provide satisfactory drainage to these areas, they will be constructed as you requested.

It is our intention to open bids for this project on November 2, 1965. The Bureau of Public Roads has advised that the State will not be allowed to award this contract until a draft of the railroad agreement has been received. Therefore, it will be very much appreciated if you could have such a draft in our hands by November 2 so we may proceed with this project without delay.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: R. L. Porter (w/copy of UPRR letter)
F. B. Klaboe " "
L. H. Young " "
I. D. Merchant " "
D. H. Moehring " "
J. F. Putnam " "
Lowell Stratton " "
F. W. Sugnet " "

RECEIVED
SEP 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. Johnson
SUPERINTENDENT
OREGON DIVISION

2325 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

AUGUST 17, 1965

(File Ref. D 323 - 1 - 63)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

CONSTRUCTION DIVISION
RECEIVED
AUG 19 1965

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

With your letter of June 9 you furnished Preliminary Plans to cover the Celilo-Rufus Section of Columbia River Highway, including an overcrossing to be built at Railroad MP 108.49 near Rufus.

Under separate cover, one set of the plans is being returned bearing the approval of Mr. J. M. Bates for the Railroad's Chief Engineer. His approval was given, however, with the understanding that in the State's plans as indicated thereon in colored pencil, the following revisions would be made:

Sheet #10

While the State has indicated it will provide slope protection on all fill areas under the highway overcrossing structures in accordance with the detail shown on Sheet #2B, this should be specified as indicated in red on Sheet #10.

Sheet #12

Full ingress and egress should be provided to the Railroad between the railroad service road and highway in vicinity of Railroad Br. 109.40 as indicated in blue and red on this sheet. Also, as indicated in blue, the connecting roads and the State's highway interchange should be constructed with 50' minimum radius curves to accommodate truck and trailer combinations.

#2 - Mr. F. D. Morgan August 17, 1965

Sheets #12 and #13

As indicated in red on your sheets, the State should provide ditches and facilities to handle drainage from the highway.

Following the submission of State's plans to our Chief Engineer for his review, we were verbally informed that Bureau of Public Roads' approval could not be obtained on the connections proposed to the Railroad's service road indicated in color on Sheet #12 as discussed above. Now understand that the State would like the Railroad to consider an alternate access plan in vicinity of the proposed overcrossing and will furnish supporting data in the near future. As you know, the preparation of an agreement to cover the highway project will be delayed until the matter of access is settled but, in line with your recent request, have asked our General Manager to furnish a right of entry so the State can advertise the highway for bids. It is expected that this will be supplied in the near future.

Yours very truly,

W. L. Johnson

enc./sep. cover

RECEIVED
SEP 7 - 1965
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-3(47) 95
1765

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 1, 1965

Pacific Power and Light Company
Public Service Building
Portland, Oregon 97204

ATTENTION: Mr. R. H. Sallee

Re: PP&L Power Line Adjustment
Celilo-Rufus Section
Columbia River Highway
Wasco and Sherman Counties
Project No. I-80N-3(47)95
YOUR FILE: PD-9-CE-20

Gentlemen:

Your estimate and sketch map for the adjustment of the above-captioned facilities, as submitted with your letter of July 14, 1965, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of August 26, 1965.

Reimbursement for work performed subsequent to August 26, 1965, in the amount of $1,667.58, will be made in accordance with paragraph 7-e(3) of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of your work in the bill. It will also be necessary for you to execute the X-Permit, which has been sent to you under separate cover.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
A. W. Parsons
L. H. Young
C. H. Maison
J. F. Putnam
Lowell Stratton
R. P. Hamilton
F. W. Sugnet

RECEIVED
SEP 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM EHB-8X 80M 2-65

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FILING

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C 73 F

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 1, 1965

Union Pacific Railroad Company
828 Pittock Block
Portland, Oregon 97205

ATTENTION: Mr. G. H. Baker
General Manager, Northwestern District

Re: Permit of Entry
Celilo-Rufus Section
Columbia River Highway - Sherman County
Project No. I-80N-3(47)95
YOUR FILE: C 370 - 02 - 12

Gentlemen:

Herewith you will find the carbon copy of your letter dated August 19, 1965 as approved by our Deputy State Highway Engineer, Mr. R. L. Porter, granting the State the right to enter on railroad property involved on this project.

The conditions as stated are acceptable to the State with the exception of the last clause in paragraph 4 which obligates the State to "assume all liability". This is unacceptable as explained in our letter of even date concerning the Permit of Entry for the Oxman-Bubbs Ranch Section, your file No. C 322 - 0 - 40.

The easements as shown on your Exhibit "A" for the proposed connection to your off-track maintenance road will not be required as shown. The approaches you propose are not acceptable to the State and the Bureau of Public Roads, since the AASHO policy for interstate highways does not allow direct access from an interchange leg to any adjacent property. We have proposed an alternate solution providing an access from the old highway to your operating property via an existing haul road at the site of the proposed overcrossing structure west of Rufus. Plans of this are being transmitted by separate correspondence to Mr. W. G. Johnson's office for consideration by

your Engineering Department.

Bids for this project are tentatively scheduled to be opened on November 2, 1965 rather than September 21 as you were previously advised.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
cc.

cc: R. L. Porter
F. B. Klaboe
A. W. Parsons
L. H. Young
G. E. Rohde
D. H. Moehring
J. F. Putnam
Lowell Stratton
F. W. Sugnet

RECEIVED
SEP 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

G. H. BAKER
GENERAL MANAGER
NORTHWESTERN DISTRICT

828 PITTOCK BLOCK
PORTLAND, OREGON 97205

August 19, 1965

C 370 - 02 - 12

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 23 1965
CONSTRUCTION
DIVISION

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. T. W. Litchfield
Utilities and Liaison Engineer

Gentlemen:

Reference is made to conference held on August 2 relative to proposed overcrossing structure at M.P. 108.49 near Rufus, Oregon. Included among items discussed was issuance of right of entry permit to the State prior to execution of the contract, therefore permitting State to advertise for bids, etc.

In line with request, the Oregon-Washington Railroad & Navigation Co. and its lessee, Union Pacific Railroad Company, hereinafter referred to collectively as the "Grantor", insofar as they have the right to do so, hereby grant to the Oregon State Highway Commission a permit to enter upon certain property owned or occupied by the Grantor for preliminary work in connection with construction of an overcrossing structure at the Grantor's M.P. 108.49 near Rufus, Oregon, at the locations, for the purposes and subject to the terms and conditions more specifically set forth hereinafter.

Attached hereto, and by this reference made a part hereof, is a print "Exhibit A", dated November 4, 1964, revised July 9, 1965, which indicates Oregon-Washington Railroad & Navigation Co. is the present owner of property shown outlined in blue on Exhibit A, but under Contract DA-45-164-CIVENG-60-190 between the United States of America and the Grantor, dated June 18, 1962, the Grantor is obliged to convey such property to the United States of America.

Under said contract mentioned above, Oregon-Washington Railroad & Navigation Co. has the present right to the possession of property shown outlined in red on Exhibit A, together with the present right to acquire title to said property from the United States, upon and subject to certain terms, conditions, reservations, and exceptions. This right of entry is granted with the foregoing understanding and is subject to the aforesaid contract

with the United States and to all rights of the United States thereunder.

The right to enter is contingent upon:

1. The State will agree to sign railroad's standard form of agreement granting easements for the highway, overcrossings, and slope, as discussed in above mentioned conference and illustrated on Exhibit A.

2. All construction is to be in accordance with plans approved by the Railroad's Chief Engineer, and prior to said construction the State will notify the Railroad of its intentions and anticipated work to be performed.

3. The State will provide and include in its plans all necessary highway type barricades, right of way fences, and drainage structures.

4. The State before entering upon Railroad's property under permission granted herein, shall furnish or cause its contractor to furnish the Railroad Company with satisfactory public liability and property damage insurance with maximum limits of not less than $250,000/$500,000 ~~and will assume all liability and cost.~~

If the above stipulations are satisfactory, please indicate your acceptance of the forgoing conditions by signing in place below provided and return to me the carbon copy of this letter so signed.

Very truly yours,

G. H. Baker

Accepted this 25 day of August, 1965

STATE OF OREGON

By _____

Deputy State Highway Engineer

RECEIVED
AUG 31 1965

Form SD-72
(11-63)
(Prev. ed.
A.O. 20

UNITED STATES GOVERNMENT

FOR FILING

Memorandum

I-80N-3(47)95

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

E738

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 26, 1965

In reply refer to: 08-35.3-EC/
710.11

SUBJECT: Oregon Federal-aid Interstate Program

We are approving the inclusion of the below listed item as Stage 2 project in the subject program as requested in Mr. Young's August 20, 1965 letter, effective this date.

Item	Project	Location	Work
417	I-80N-3(47)95	Celilo-Rufus	Utility Adjust.

You are authorized to proceed with utility preparatory work effective this date. Authorization of the actual adjustment of Pacific Power and Light Company Utility adjustment will be by separate memorandum.

This action provides for an estimated total cost of $36,000 for utility adjustments of which $33,000 is reserved as Federal-aid Interstate funds.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
8-30-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 3 1 1965
FOR FILING

Form CD-121
(11-
(Pre
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-3(47)95
6738

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 26, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-3(47)95, Celilo-Rufus Section
Pacific Power & Light Company Utility Adjustment

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated June 18, 1965, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated July 14, 1965, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated August 3, 1965. Reimbursement on an agreed lump sum basis of $1,667.58 is approved.

An X-permit covering the subject adjustment was approved by this office on August 10, 1965.

Our program memorandum dated August 26, 1965 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project. You are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
copy to Litchfield 8-26-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 20 1965
FOR FILING
I-80N-3(47)95
6738

August 19, 1965

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Re: Contract No. DA-45-164-CIVENG-61-103, Celilo-Rufus Section, I-80N Construction John Day Project

Dear Sir:

Reference is made to your letter of August 5 on this project and to your concern for traffic control in the Rufus Interchange area during construction.

In our proposed construction it will be necessary to lower the grade of the existing access road through the interchange area 3 or 4 feet at the most. Our specifications require the contractor to maintain traffic through this area at all times.

It was our understanding at the time you were given permission to construct the existing access road that if it were in use at the time the Rufus Interchange was constructed, any construction of a detour for this access road would be at Government expense.

We anticipate no problem in requiring the contractor to maintain traffic during his operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabon
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Mengum
Mr. J. F. Putnam
Mr. J. S. Sawyer

DLT:fp srb

U. S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS

BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASH. 99362

KLABOE

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

NPWEN-RL

5 August 1965

Re: Contract No. DA-45-164-CIVENG-61-103
Celilo to Rufus Section, Interstate
80N Construction, John Day Project

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Center & Capitol Streets
Salem, Oregon 97310

CONSTRUCTION DIVISION
RECEIVED
AUG 12 1965
NOTED- CE ACE ACE COE

Dear Mr. Cooper:

Reference is made to your letter of 30 July 1965 transmitting preliminary plan sheets for the proposed referenced construction.

Since the Government does not have a financial obligation in this area, it is not necessary to have the District Engineer's signed approval on the plan sheets.

It is assumed that your specifications for this construction will require your contractor to maintain existing traffic through the Rufus Interchange area for the John Day Dam construction personnel and heavily loaded carriers.

It would be appreciated if your Department would send us courtesy copies of your final contract documents.

Sincerely yours,

A. W. WELCH
Authorized Representative of
the Contracting Officer

RECEIVED
AUG 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 9 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 13 1965
FOR FILING
I-82N-3(42) 95
6738

August 12, 1965

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Dear Sir:

Reference is made to our proposed contract "Colfax-Dufur Section, Columbia River Highway" and to our recent letter transmitting plans to you for your review and comments.

We understand from a telephone conversation with your Mr. Virgil Weidemann that you do desire to approve our plan. We are forwarding to you our original plan sheets in the area covered by Contract No. DA-45-164-CIVENG-61-103 for your signature. These are Sheets 24, 25 and 13.

To meet our contract schedule, we must have this sheet back no later than August 24, 1965. Your early approval and return would be greatly appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. N. Klaboe
Assistant State Highway Engineer

Enclosures

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young

Form PR-3365
(7-27-60)

I-80N 3(47)72

6738

Region 8

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Division Oregon

Project No.

Report on Plan-in-Hand Inspection W. R. G...

Inspection made by Willis Grafe, Area Engr. *Date inspection made* August 4, 1965

In company with OSHD: J.F. Putnam, Div Engr; Lowell Stratton & E.L. Scrivner

Res. Engrs; George Wills, Ass't Chief Locating Engr.

NOTED
F B. KLABOE

CELILO - RUFUS SECTION
COLUMBIA RIVER HWY

A plan-in-hand inspection of the subject project was made August 4, 1965, utilizing the advance copies of the plans only, since no initial Special Provisions have yet been assembled. It is noted that changes from the original preliminary plans had been made on the westerly end of the project, providing for a leveling course to key up the existing surface prior to placement of the machine-laid water-bound base material. This is a very desirable modification, and should enable a better working floor and a better final product.

Base surfacing design on the easterly portion of the project where the grading is yet to be done and a select subgrade of material placed has not yet been finalized, but is given a tentative depth of 9 inches, subject to change -- depending upon the quality of the select subgrade material. This will, of necessity, be a modification made during the performance of the contract. This method of handling appears reasonable.

Fencing easterly of the crossing of the Deschutes River between approximate Stations 250 and 285, was noted to have been damaged by drawdown from the reservoir, and some work in this area should probably be done. This could be done as an extra work item by the contractor, since additional damage could be suffered prior to the award of contract.

It was noted that the plans provide for a Type 1 fence extending from Biggs Interchange in the vicinity of Station 503 easterly through the equation 715+2895 = 69+5132 ahead to Station 81. Throughout its length it lies between the railroad and the highway, with no intervening property ownerships and the need for this long stretch of fencing and the expense involved, as well as the maintenance, is very seriously questioned. The railroad will have an access road along the rails in some of this area, but the probability of any problem with access with railroad personnel is very remote since the access to the railroad is available both at Biggs and Maryhill, as well as at Rufus itself. Deletion of this fence from the plans is recommended.

Morgan

orig copy
Morgan
8-26-65

USComm-DC 48113-P60

Use of two parallel structures across the combined flow of Girkling Canyon Creek and Scott Canyon Creek in the vicinity of Station 124 was discussed and in light of the fact that a great amount of alluvial material flows in these streams, it was considered probably advisable to do this rather than to have a long box culvert or culvert pipe which could cause a serious maintenance problem in the future. The floods of last winter caused serious problems in this area, and although it is now drained by a 180" structural plate pipe through the railroad, there is a 120" culvert pipe through the frontage road which is obviously of inadequate capacity.

The need for some new field data in the vicinity of Station 170 was discussed, and it is planned to obtain this in order to determine the present profile after the construction by the Corps of Engineers, and also to determine the location of a substantial pattern of underdrain which was placed in this area during the work done by the Corps of Engineers.

In all, the project is well conceived and no serious difficulties are anticipated during construction since it is all in the open and foundation conditions appear sound.

RECEIVED
JUL 30 1965
FOR FILE

I-80N-3(47)95
6738

July 30, 1965

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Re: Contract No. DA-45-164-CIVENG-61-103, Oregon State Highway Department Contract "Calilo-Rufus Section, Columbia River Highway"

Dear Sir:

Reference is made to the above contract and to our proposed "Calilo-Rufus Section" contract which includes completion of Interstate 80N in the Rufus area.

We enclose three sets of plan sheets in the Rufus area for your information and/or comments. The end of our project is Station 187+37 which is within the limits of the above agreement. Although you have no financial obligation in this area, do you wish to approve our plan sheet covering the area from Station 172+00 to the end of our project.

As we have this project scheduled for our September 21, 1965 bid opening, your early attention to this matter would be greatly appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klebee
Assistant State Highway Engineer

Enclosures

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. J. F. Putnam

DLT:bjm srb

ORDER NO. 39728

1: 15-63

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-265

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct two Overcrossings over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, located in the Northwest Quarter (NW¼) of Section 6, Township 2 North, Range 17 East, Willamette Meridian, Sherman County, Oregon.	ORDER

On September 10, 1963, the State of Oregon by and through its State Highway Commission, hereinafter referred to as "State", filed with the Commissioner an application for authority to construct two railroad highway crossings of state highway and Union Pacific Railroad at the locations and in the manner set forth in the above title.

Applicant refers to ORS 366.205 and ORS 763.040 as authority for filing; alleges that due to the topography of the land at the proposed crossing sites, the only feasible crossings are by means of overcrossing structures; that certain federal regulations will not permit the crossing of railroad and highway at common grade; that the present and estimated future volume of traffic upon both rail and highway would render construction of grade crossings inimical to the safety of both, and prays for an order authorizing said construction, and the allocation of costs therefor in accordance with the provisions set forth in the Application.

Attached to the Application, and by reference made a part thereof, are Oregon State Highway Department drawing numbered 18654, showing a map and the profile of the grades of both railroad and highways in the vicinity

of the proposed crossing, and drawing No. 19100, showing by plan and elevation, the details of the proposed structures.

Notices of the receipt of the application and copies thereof, together with the drawings attached thereto, were promptly forwarded to the respective offices of the Superintendent and the General Solicitor of the Oregon-Washington Railroad & Navigation Company, and the Union Pacific Railroad Company, its Lessee, hereinafter collectively referred to as "Respondent". The County Court of Sherman County was also notified in like manner.

On October 10, 1963, after having been granted additional time in which to make proper entry, Respondent filed its answer to application, denying therein none of the material allegations of applicant, but alleging that the plans and specifications for said overcrossing structures should be modified, amended or clarified to provide for

1. A greater clearance (15 feet instead of 12 feet) between the center of its proposed main track and the closest adjacent pier to the north;

2. Protection from slope erosion by the placement of paving or a rock over-lay on the outer 20 feet of the highway endfills which are adjacent to the track at both ends of the structures;

3. A clear vertical distance of not less than 3 feet between the base of rail and the tops of the footings on the piers adjacent to the Respondents' tracks.

Except where qualified as above noted, Respondent admits each and every allegation contained in the Application.

On October 31, 1963, in its reply to the answer of Respondent, State admits that an error appears in the designation of the range location of the proposed overcrossing, and that said location designation should appear therein as "Range 17"; that it was and is the intent of

Applicant to include both "signal and communications" lines in the term "signal lines" where such term appears in its Application, and further that Applicant is agreeable to such modification of its construction plans as Respondents allege are desirable in their answer.

Attached to State's "Reply to Answer", and by reference therein made a part thereof, is a revision of Drawing No. 19100, dated 10/30/63, showing the changes in the proposed construction which were requested by Respondent and which are embodied in the Answer and Reply thereto as set forth above.

On November 13, 1963, copies of State's Reply to Respondent's Answer, together with the revised drawing showing the changes which were approved therein, were forwarded to Respondents at their respective addresses and to the County Court of Sherman County. No response thereto has been received.

No issues which are within the purview of ORS 763.080, as amended, were thereafter raised by any public authority in interest or railroad company, and in consideration of the investigation made by the Commissioner's staff and the record herein no reason exists for a public hearing.

Based upon the application and the related pleadings and after investigation in the field it is found that:

The Application as captioned above requests authority to construct two overcrossings of the tracks and right-of-way of the Oregon-Washington Railroad & Navigation Company and the Union Pacific Railroad Company, its lessee, and said application is herein filed in proper conformity with the provisions of ORS 763.040, entitled "Construction and alteration of crossings above or below grade".

Oregon State Highway Commission, otherwise referred to herein as "State", whose address is State Highway Building, Salem, Oregon, is empowered to lay out and extend highways and is authorized to petition the Commissioner to construct or alter crossings above or below grade.

Oregon-Washington Railroad & Navigation Company, owner, and Union Pacific Railroad Company, its lessee, otherwise referred to herein as "Respondent" are corporations existing under Oregon laws and common carriers as defined in ORS 760.005, and authorized to maintain, and to operate trains, over the tracks which are involved in the proposed crossing construction.

The highway of which the proposed overcrossings are a part is under the jurisdiction and control of the Oregon State Highway Commission and a highway as defined in ORS 763.010. At the location of the proposed overcrossings it is a part of Interstate Highway 80N and designated as Oregon State Primary Highway No. 2 and therefore a part of the Oregon State Highway system.

The need for the realignment and the reconstruction of State Primary Highway No. 2, the Columbia River Highway, and the need for the realignment and reconstruction of Railroad's tracks is brought about by construction of the John Day Dam, which necessitates an increased elevation of both highway and railroad to prevent inundation by the waters of the backwater pool which the dam will create. The construction of Interstate Highway No. 80N is being done simultaneously with the removal, realignment and replacement of the existing rail and highway facilities.

The ground topography within the narrow confines of the Columbia River Gorge make necessary certain adjustments of grade and elevation for both highway and railroad which requires the one to cross the other, and at the location proposed herein, it is deemed necessary to carry the heavy and fast moving vehicle traffic over the railroad track by means of highway overcrossing structures. The estimated present annual average daily highway traffic of 3400 vehicles is expected to increase to 8100 vehicles in 1975. The normal rail traffic in the vicinity of the crossing is 16 trains daily and train speeds as high as 70 miles per hour are permissible.

The overcrossing will be made by means of two parallel but separated structures of equal width having a minimum distance between center lines of 40 feet. A 30 foot wide roadway which will carry vehicle traffic in

one direction only, will be provided on both structures. The over-all length, between the centers of end bents, will be 456 feet on the northerly, and 450 feet on the southerly structure. One hundred and six foot long steel beam spans which will provide a vertical clearance above base of rail of 24 feet, and which will be supported by concrete and steel T-shaped central piers, will carry the roadway over the tracks. Horizontal clearances between center of track and faces of adjacent piers of 12 or more feet will be provided, and the overhead and side clearances which will be afforded, during and after completion of the structures, will be in excess of the minimum prescribed by the Commissioner's Rules and Regulations.

Roadway gradients on both structures are formed by vertical curves which connect tangent ascending approach grades of 2.90% or less. Pedestrian walkways are not provided.

The highway center line is between and approximately equidistant from both structures on a compass bearing of North 86° 16' 30" East. At Highway Survey Station L 7 84 + 85.78 POS it intersects the center line of Respondents' proposed main track at Railroad Survey Station 3662 + 18.17 POT, at an angle of 30° 2' 2", tangent to tangent, in the northeast quadrant of the intersection.

Applicant proposes that the construction and maintenance of the subject crossing and the costs thereof be borne as follows:

State will:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structures, including highway approaches, and supervise the construction thereof;

(b) Finance the construction of the project, including reimbursement to Respondent for necessary expenditures incurred by it in connection therewith;

(c) After completion of the construction of said project, maintain the overcrossings structures with their fills and approaches and other highway appurtenances.

Respondent will:

Subject to reimbursement by State as set forth in (b) above.

(a) Furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of construction of the project;

(b) Remove its existing signal and communication lines, protect the same during the construction period, and replace them in a permanent location upon completion of the construction.

At its own cost and expense:

(c) Maintain the railroad tracks with their appurtenances and facilities.

The proposed overcrossings are required in connection with the necessary relocation of railroad and highway. The reconstruction of the track, roadways and facilities of railroad and highway at the location and in the manner hereinabove described are required for safety and convenience and the general welfare.

The foregoing proposals for construction and maintenance of the overcrossing structures and the bearing of costs in connection therewith are just and reasonable and are hereby approved.

From the foregoing it is concluded that the granting of the within application is in the public interest and it is therefore

ORDERED that the application of the State of Oregon by and through its State Highway Commission for authority to construct two overcrossings over the tracks and right-of-way of the Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, in the northwest quarter (NW¼) of Section 6, Township 2 N., Range 17 E. Willamette Meridian in Sherman County, be and the same is hereby granted under the following terms and conditions:

1. Construction shall be done in a good and workmanlike manner, in accordance with accepted engineering practices and in conformity as to location, grade, elevation and general design with details shown on the vicinity map and profile drawing numbered 18654 submitted with the application, and plan and elevation drawing, numbered 19100, also submitted as revised in conformity with Respondents' Answer, showing thereon the span arrangement and clearances, and the selected rock embankment as approved for construction on 10/30/63;

2. Construction and maintenance of the proposed project will otherwise be done and the costs thereof borne in accordance with the findings of the Commissioner hereinabove made;

3. After completion the designation 2A-108.5-A shall be assigned thereto and affixed thereon as a means of identification of the crossing; and it is further

ORDERED that this order shall be effective on the date of the execution hereof.

Made and entered this 18th day of December 1963.

Joel C Hall
Public Utility Commissioner

(SEAL)

RECEIVED
OCT 30 1963
FOR FILING
Recorded by PUC

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

Cong
Jane Kong
Pub 509

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 28, 1963

Your File Ref. D323-1-63

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland, Oregon 97227

Attention: Mr. C. H. Baker
Superintendent

Gentlemen:

Re: Proposed Rufus Railroad Overcrossing
Bridge No. 9213

By letter of October 22 you returned copies of our preliminary layout Drawing No. 18654 and 19100 for the proposed Rufus Railroad Overcrossing. These drawings were "Approved" subject to certain revisions being made.

Span lengths over the tracks are now being revised to provide 15 feet of horizontal clearance northerly of the relocated main line. Footings of all columns and bents located adjacent to the tracks will have the top of footing a minimum of 3'6" below the base of rail.

No foundation investigation has been made in this area at this time and until this has been accomplished we will not know what type of foundations we will have, or at what elevation they will be placed except for the 3'6" limitation mentioned above. On those fill slopes adjacent to and facing your existing or proposed tracks, a 3-foot blanket of selected rock will be placed to prevent erosion.

Drawing No. 19100 will be revised to show the revised clearances, span lengths, etc., and prints will be furnished you at the earliest possible time.

The revised drawings will be used as an exhibit in the Public Utilities Commission hearing.

Very truly yours,

IDM/mm
cc: Mr. Joseph Hershberger
Mr. P. M. Stephenson
Mr. R. H. Brown

Ivan D. Merchant
Bridge Engineer

RECEIVED
OCT 29 1963
OFFICE OF
STATE HIGHWAY ENGINEER

JNH:jr
10-29-63

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

10-29-63 Pux 507

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct two Overcrossings over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the RUFUS OVERCROSSING project, located immediately West of Rufus in the Northwest Quarter (NW¼) of Section 6, Township 2 North, Range 17 East, Willamette Meridian, Sherman County, Oregon.	No. SXF 265 REPLY OF APPLICANT, OREGON STATE HIGHWAY COMMISSION TO ANSWER OF OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, AND UNION PACIFIC RAILROAD COMPANY

For REPLY to the ANSWER of Respondent Railroads, Applicant respectfully admits, alleges and represents to the Commissioner as follows:

I

That an error appears in the designation of the "Range" location of the proposed overcrossings. Said location designation should appear as Range 17, as alleged by Respondents in paragraph I of their Answer.

II

That it was and is the intent of the Applicant to include both "signal and communications" lines in the term "signal lines" where such term appears in paragraph VII, "Things to be Done by Railroad," (a) 2 of said application.

III

1. That Applicant is agreeable to the modification of its construction plans as Respondents allege is desirable in paragraph IX of their Answer;

2. That in connection with 2. of said paragraph IX, Applicant will install a rock blanket, three feet thick on those fill slopes adjacent to and facing Respondents' existing or proposed tracks.

JNH:jr
10-29-63

3. That revised construction Drawing No. 19100 has been prepared which shows the changes alleged in paragraph IX of said Answer; said revised plans are attached hereto, marked Exhibit "B" and by this reference made a part hereof.

WHEREFORE, Applicant prays for entry of an order in accordance with said Application, Answer and Reply and for such other and further order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 29th day of October, 1963.

STATE OF OREGON, by and through
its State Highway Commission

L. I. LINDAS

Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. N. HERSHBERGER - Staff Attorney

STATE OF OREGON)
) ss
County of Marion)

I, Ivan Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing reply is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 29th day of October, 1963.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing reply and the whole thereof.

J. N. HERSHBERGER - Staff Attorney

JNH:jr
9-9-63

PUX 507

9-9-63

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct two Overcrossings over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, lessee, known as the RUFUS OVERCROSSINGS project, located immediately West of Rufus in the Northwest Quarter (NW¼) of Section 6, Township 2 North, Range 16 East, Willamette Meridian, Sherman County, Oregon	APPLICATION No._____

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this application is made under the authority of ORS 366.205 and ORS 763.040.

III

That for the proper service, safety and convenience of the public, Applicant is realigning and reconstructing to four-lane Interstate System highway standards the Biggs-Rufus Section of the Columbia River Highway, Oregon State Primary Highway No. 2, also designated as Interstate System Highway 80N. Said realignment and reconstruction necessitates the construction of two Overcrossing structures at points where the proposed east-bound and west-bound lanes intersect the right of way and relocated

JNH:jr

mainline track of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, as shown on Oregon State Highway Department Plan and Elevation drawing No. 19100 and Oregon State Highway Department Vicinity Map and Profile drawing No. 18654, attached hereto and by this reference made a part hereof. According to Federal Bureau of Public Roads regulations, no benefit will accrue to the railroad from construction of said Overcrossings so that no participation in the construction cost of the proposed structures is sought from the railroad.

IV

That due to the topography of the land at the proposed crossing site, an Overcrossing is the only feasible type of grade separation structure which could be built in the area. Bureau of Public Roads' regulations for construction of the Federal Interstate System Highways do not allow construction of grade crossings at said points of intersection of such highways and railroad rights of way. In addition, the present and estimated traffic density would render construction of a grade crossing inimical to safety of travel both upon the highway and upon the railroad.

V

That upon completion, it is calculated that the combined annual average daily traffic on the proposed structures will be 3400 vehicles with an estimated increase to 8100 vehicles in 1975; that at the site of the proposed structures there are presently 16 train movements per day.

JNH:jr

VI

That at the points of intersection said Interstate 80N will be a divided highway composed of twin two-lane structures, each of a width of 30 feet, with separate alignment and grade; that the centerline of the structure carrying east-bound traffic intersects the mainline track at Highway Engineer's Centerline Station LE 84+51.23 P. O. T., equals Railroad Engineer's Centerline Station 3661+78.22 P. O. T., with an angle of intersection of 30°4'6" in the Northeast quadrant; that the proposed west-bound structure intersects the railroad mainline track at Highway Engineer's Centerline Station LW 85+21.24 P. O. S., equals Railroad Engineer's Centerline Station 3662+59.12 P. O. T., with an angle of intersection of 29°28'45" tangent to tangent in the Northeast quadrant. Said east-bound structure, 450 feet in length, is on a 2200 foot vertical curve with a point of intersection at Station 87+50 and with tangent grades ascending from the West of 2.90 per cent and a tangent grade ascending from the East of 2.492 per cent; whereas, the west-bound structure, 456 feet in length, is on an 800 foot vertical curve with a grade point of intersection at Station LW 87+67.72 with ascending tangent grade from the West of 0.30 per cent and an ascending tangent grade from the East of 1.6376 per cent.

VII

That the Applicant proposes that the construction and maintenance of the project be handled, and the costs thereof be borne as follows:

JNH:jr

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structures, including highway approaches, and supervise the construction thereof.

(b) Utilizing State and Federal highways funds only, finance the construction of said project, including reimbursement to Railroad Company for necessary expenditures incurred by it in connection therewith; said reimbursement shall be made pursuant to the accounting practices contained in Policy and Procedure Memorandum No. 30-3, issued by the Federal Bureau of Public Roads, under date of August 15, 1955, and amendments and supplements thereto.

(c) After completion of the construction of said project, maintain the overcrossing structures with their fills and approaches and other highway appurtenances.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal regulations;

1. Furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of the construction of the project.

JNH:jr

2. Remove its existing signal lines, protect the same during the construction period, and replace in a permanent location upon completion of the construction.

(b) At its own cost and expense maintain the railroad tracks with their appurtenances and facilities.

VIII

That at all times during construction and after completion of the proposed structures, the vertical and horizontal clearances will exceed the minimum standards set forth in Public Utility Commissioner's Rule 44-055.

IX

That the proposed project is located in the Northwest Quarter (NW¼) of Section 6, Township 2 North, Range 16 East, Willamette Meridian, Sherman County, Oregon.

WHEREFORE, Applicant prays for an order authorizing said construction and allocation of costs in accordance herewith and for such other order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 9th day of September, 1963.

STATE OF OREGON, by and through
its State Highway Commission

L. I. LINDAS

Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
FRANK C. McKINNEY
Chief, Office Section

JNH:jr

STATE OF OREGON)
) ss
County of Marion)

I, Ivan Merchant being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 9th day of September, 1963.

FRANK C. McKINNEY
Notary Public for Oregon
My commission expires October 9, 1965

I certify that the above is a true and correct copy of the foregoing application and the whole thereof.

FRANK C. McKINNEY
Chief, Office Section

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SEP 9 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

Gen'l
Grade Xing
14507

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

September 5, 1963

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. G. H. Baker
Superintendent

Gentlemen:

Re: Rufus Overcrossing UPRR
Bridge No. 9213

Enclosed please find four prints each of our Drawing Nos. 19100 and 18654, the plan and elevation drawing and vicinity map, respectively, for the proposed twin overcrossings of your new main line track at Rufus. The enclosed drawings are being used as exhibits in the Public Utilities Commission application for which a PUC permit is being requested.

The location of switch and signal mounds has been the subject of correspondence with your office, and I believe the enclosed plans cover all the details that have been brought up in this connection.

It is the State's desire that a Public Utilities Commission hearing be held in the near future to the end that construction on this remaining section of the Interstate highway may be contracted at an early date.

This section of the Interstate Highway 80N is on a new location and is considered to be of no benefit to the Railroad. The project will be financed by State and Federal highway funds without participation by the Railroad. The Railroad will be reimbursed for its necessary expense in connection with this project as permitted by PPM 30-3.

In this project the State will prepare plans, specifications, award a contract or contracts, and supervise construction, and upon the completion of construction will maintain the structures, fill slopes, and other highway appurtenances.

The Railroad should provide engineering services and watchman and flagman services to protect its operations during the construction period.

NOTED
P. M. STEPHENSON

The Railroad should remove and protect its signal and communication lines during the construction period and replace in permanent location upon the completion of construction.

The Railroad at its own cost and expense should maintain its trackage and all Railroad appurtenances. In addition the Railroad should furnish the State with its estimate of cost of the reimbursable items mentioned above, and with the source of watchman and flagman personnel and an estimate of their daily costs.

The vicinity map indicates a proposed Railroad right-of-way line. The State will require easements across this right-of-way line 40' southerly from the LE center line and 40' northerly from the LW center line, and with slope easements parallel to the Railroad right of way to encompass the fill slopes.

Please advise if there is anything further that you need in order to prepare the Railroad/Highway Agreement.

Very truly yours,

Ivan D. Marchant
Bridge Engineer

IDM/vm
Attached

cc: Mr. P. M. Stephenson
Mr. R. M. Brown
Mr. F. D. Morgan
Attention: Mr. T. W. Litchfield
Mr. Floyd Scott

RECEIVED
SEP 3 1963
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 9 1963

FORM E-30X—30M—8-62 43909

FOR FILING

Court
Grade Inc.
1 X 507

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 5, 1963

To: Mr. L. I. Lindas
Chief Counsel
O F F I C E

SUBJECT: Rufus Overcrossing
Public Utilities Commission
Application
Bridge No. 9213

Attention: Mr. Joseph Hershberger
Assistant Counsel

The construction of Interstate Highway 80N immediately west of Rufus requires the overcrossing of the relocated Union Pacific Railroad main line track.

I am enclosing 12 prints each of our Drawing No. 19100 and 18654, the plan and elevation and vicinity map, respectively, for the proposed crossings.

At the proposed crossing the structure is a divided highway with twin structures over the railroad track and with each structure built to separate alignment and grade.

The proposed structures are in the NW¼ of Sec. 6, T. 2 N., R. 16 E., W.M. The eastbound structure intersects the Union Pacific Railroad main line track at Highway Station LE 84+51.23 P.O.T. equals Union Pacific Railroad Station 3661+78.22 P.O.T with an angle of intersection of 30°4'6" in the northeast quadrant. The westbound structure intersects the railroad main line at Highway Station LW 85+21.24 P.O.S. equals Railroad Station 3662+59.12 P.O.T. with an angle of intersection of 29°28'45" tangent-to-tangent in the northeast quadrant.

Both structures will have a roadway width of 30' face-to-face of curbs and with no sidewalks.

The eastbound structure will have a total length of 460' and will consist of two 39' reinforced concrete deck girder spans, a 76', a 100' span over the track, and a 76' steel beam span, and two 60' reinforced concrete deck girder spans. The westbound structure will have a total length of 456' and will consist of two 42' reinforced concrete deck girder spans, 1-76', one 100' span over the railroad, and one 76' steel beam span, and two 60' reinforced concrete deck girder spans. The eastbound structure is located on a 2200' vertical curve with a P.I. at Station 87+50 and with tangent grades ascending from the West of 2.90% and a tangent grade ascending from the East of 2.42%. The westbound structure is on a 800' vertical curve with a grade P.I. at Station LW at 87+67.72 and with an ascending tangent grade from the West of 0.30% and an ascending tangent grade from the East of 1.6376%.

NOTED
P. M. STEPHENSON

Vertical and horizontal clearances are shown in the clearance diagram on Drawing No. 19100 and in all cases are in excess of the minimum PUC requirements. Provision has been made in the structural layout for an additional main line track 15' southeasterly from the existing main line. In addition, provision has been made for a 10' service road southeasterly from the proposed future track. The proposed location of Interstate Highway 80N is on a new location and no existing grade crossings are removed by this construction.

The project will be financed from State and Federal highway funds without participation by the Railroad in construction funds. The Railroad will be reimbursed as permitted by PPM 30-3 for its necessary expenses in connection with this project.

The overcrossing structure is necessary for the convenience of the traveling public and is the only type of grade separation that could be constructed at this location.

In the construction of this project the State will prepare plans, specifications, award a contract or contracts, and supervise construction. Upon the completion of the project the State will maintain the overcrossing structure, roadway fills, and other highway appurtenances.

In the construction of this project the Railroad should provide engineering services, watchman and flagman services to protect its operations during the construction period.

The Railroad should remove its signal and communication lines, protect the same during the construction, and relocate in permanent location upon the completion of construction. At its own cost and expense the Railroad should maintain its trackage and all other railroad appurtenances.

The estimated average daily traffic upon the completion of this project is 3400 vehicles per day with an increase to 8100 vehicles in 1975.

There are 16 train movements per day at the point of intersection of the highway and railroad.

Will you please prepare a petition for a Public Utilities Commission hearing for this project.

Ivan D. Marchant
Bridge Engineer

IDM/vm
Attached

cc: Mr. P. M. Stephenson
Mr. F. D. Morgan
Attention: Mr. T. W. Litchfield

RECEIVED
SEP 6 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 10 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 7, 1963

Walla Walla District
U. S. Army Corps of Engineers
Building 602, County/City Airport
Walla Walla, Washington

Attention: Mr. C. G. Hansens

Gentlemen:

Re: Rufus Overcrossing of U.P.R.R.

Enclosed please find a copy of a Memo to the Files which I wrote to all concerned regarding our meeting in Arlington on Tuesday. I believe the statements indicated in this memo are as we agreed. Please advise if they are not in accordance with your ideas on the subject.

I mentioned the problems which we were having in the layout of the proposed Rufus Overcrossing of the Union Pacific Railroad. I am enclosing two prints of the vicinity map Drawing No. 18654 as prepared in our Rural Section and two prints of a blow up of the track and highway intersection indicating the switch mound location and the case mound location as provided us by the Railroad. The location of the switch at Railroad Station 3662+60 and the case mound at Station 3662+76 could not be in a worse position from a structural layout standpoint. The mound constructions add approximately 21 feet in width perpendicular to the railroad which, when applied to the skew length, adds approximately 42 feet to the span lengths over the railroad tracks. By moving the switch and case mound 150 feet westerly along the railroad track as indicated on the 1" - 50 scale will clear the structure and permit us to use normal length spans. I have contacted the Railroad and they tell us that it is the Corps' responsibility to lay out the trackage, and that they have no objection to the revision; provided, there is no cost for which they would be obligated in making the change. This also would be the position of the State in that I am asking you to make the change in switch location without cost to the State. If this can be done by the Corps, will you please furnish us with the necessary alignment for spur track No. 1 so that our vertical and horizontal dimensions may be computed.

NOTED
P. M. STEPHENSON

With reference to the track layout shown on 18654, I cannot see that the proposed siding track No. 1 was ever tied to the main line.

It is necessary that we proceed with the PUC hearing on this crossing at the earliest possible time, and I would appreciate your expediting this matter insofar as possible.

Please advise if there is any additional material that you need from us, and I will send it along.

Very truly yours,

Evan D. Merchant
Bridge Engineer

IDM/ma
Enclosure

cc: Mr. P. M. Stephenson
Mr. F. D. Morgan

RECEIVED
JUN 7 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 28 1963
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

Court
Grade Xing
Pass 21.1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

February 25, 1963

Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Attention: Mr. O. E. Baker
Superintendent

Gentlemen:

Re: Union Pacific Railroad O'Xing near Rufus

Enclosed please find four prints of our Drawing No. 18654 which is the vicinity map for the proposed railroad overcrossing near Rufus on the realignment of the Columbia River Highway, Interstate 80N.

Please examine this vicinity map and indicate your future requirements for trackage and provisions for offtrack maintenance on one print and return to us. No structural layout has been done on this crossing at this time. At such time as the structure layout has been determined you will be furnished prints of the same with our requirements for easements over your right of way.

Very truly yours,

Ivan B. Marchant
Bridge Engineer

IBM/mm
Enclosure

cc: Mr. R. M. Brown
Mr. F. D. Morgan
Mr. P. M. Stephenson

NOTED
P. M. STEPHENSON

RECEIVED
FEB 26 1963
OFFICE OF
STATE HIGHWAY ENGINEER

33-8315 Shaniko Rock Prod. Proj., The Dalles-Calif., Sherman & Shaniko-Fossil Hwys. 1965

#6739

RECEIVED
APR 12 1966
FOR FILING
63-821C
6739

April 11, 1966

US Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland 4, Oregon

Gentlemen:

Contract No. 6739 carried to Arthur Simonsen & Company, Inc., for rock production on the Shaniko Section of The Dalles-California, Sherman, and Shaniko-Fossil Highways in Wasco County was completed on February 17, 1966, and accepted by the Highway Commission on April 8, 1966.

Final payment in the amount of $2,018.00 will be released to the contractor after April 18, 1966. The total contract amount is $42,111.83 including $804.34 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Ousey, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Arthur Simonsen & Co., Inc.
3005 3rd Street
Baker, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
APR 11 1966
FOR FILING
33-X31
4729

April 8, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed February 17, 1966, on Contract No. 6739. The contract was with Arthur Simonsen & Co., Inc. and was for rock production on the Shaniko Rock Production Project for The Dalles-California, Sherman and Shaniko-Fossil Highways in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 8, 1966, and that you concur in this procedure at the Commission meeting on April 21.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

FORM R-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Shaniko Rock Production		WEEK ENDING: March 4, 1966
		SECTION PREFIX: 33-8315
HIGHWAY: The Dalles-Calif., Sherman & Shaniko-Fossil		COUNTY: Wasco
NAME OF JOB: Shaniko Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: Arthur Simonsen & Co., Inc.	CONTRACT NUMBER: 6739	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: November 4, 1965	DATE WORK STARTED: November 17, 1965	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 46,243.75	SPECIFIED COMPLETION DATE: May 31, 1966	PERCENT OF TIME ELAPSED: 50
EXCLUSIVE OF ENGINEERING: $ 42,959.95	ENGINEERING AUTHORIZATION $ 3,283.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: Completed
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 42,537.06	ENGINEERING COST TO DATE $ 3,286.80	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Completed
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1 %	PERCENT OF AUTHORIZATION 100 %	DATE PROJECT WAS COMPLETED: February 17, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD 100		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)					15,000		
TOTAL QUANTITIES CORRECTED TO DATE					15,302		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					15,302		
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY
SUNDAY			
MONDAY			
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

CAUSE OF DELAY

Routing

Walker

Glenn

Swan

Litchfield

Olson

RECEIVED
MAR 7 1966
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contractor moving out equipment.
TUESDAY	Same as Monday
WEDNESDAY	Same as Monday
THURSDAY	Same as Monday
FRIDAY	Same as Monday.
SATURDAY	

REMARKS

Semi-final prepared, ready to ship out.

FINAL REPORT

SIGNED Lowell M. Stratton LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

FORM S-123

RECEIVED
NOV 5 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

November 5, 1965

Arthur Simonsen & Co., Inc.
3005 North Third Street
Baker, Oregon

Gentlemen:

The State Highway Commission on November 4 awarded to you State Highway Contract No. 6739 for the following project:

Shaniko Rock Production Project on The Dalles-California, Sherman and Shaniko-Fossil Highways in Wasco County.

This award was based on your bid of $40,360.00 which was submitted to the Commission on November 2 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

135-1112 Service Creek Br. on the Service Creek-Mitchell Hwy. 1965

#6740

RECEIVED
MAR 8 - 1966
FOR FILING

135-1112

6740

March 7, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6740 awarded to Wayne Jacobs for the Service Creek Bridge on Service Creek-Mitchell Highway in Wheeler County was completed on February 3, 1966, and accepted by the Highway Commission on March 4, 1966.

Final payment in the amount of $1,299.56 will be released to the contractor after March 14, 1966. The total contract amount is $26,309.99 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Mr. Wayne Jacobs
616 South 10th
Redmond, Oregon 97756

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
MAR 7 - 1966
FOR FILING

135-1112

6740

March 4, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed February 3, 1966, on Contract No. 6740. The contract was with Wayne Jacobs and was for construction of the Service Creek Bridge on the Service Creek-Mitchell Highway in Wheeler County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective this date.

This matter will be presented to you for confirmation at the Commission meeting on March 8.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
NOV 5 - 1965
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM 125-1112

6740

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

November 5, 1965

Mr. Wayne Jacobs
1152 South 12th
Redmond, Oregon

Dear Mr. Jacobs:

The State Highway Commission on November 4 awarded to you State Highway Contract No. 6740 for the following project:

Service Creek Bridge on Service Creek-Mitchell Highway in Wheeler County.

This award was based on your bid of $25,991.10 which was submitted to the Commission on November 2 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

16-1105 Myrtle St.-"A" Street (Madras) 1965
Sec., The Dalles-Calif. & Warm
#6741 Springs Hwys. (Grad. pav. & struc)

C9A 3910

RECEIVED
JAN 8 1969
FOR THE

RECEIVED
JAN 7 1969
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

16-111
6741

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 25, 1968

City Council
City Hall
Madras, Oregon 97741

Attention: Mr. A. P. Miller
City Recorder

Gentlemen:

Your letter of November 12, 1968, and related discussion pertaining to the payments required by the cooperative finance-construction agreement on the one-way couplet in Madras have been reviewed.

The original intent was for initiation and construction of the Myrtle Street-A Street Section to form a one-way couplet utilizing 4th and 5th Streets. Project cost for this portion of work was $145,071.58 with City's share being $36,267.90. The additional cost of $12,397.34, which sum equals 1/4 of pavement costs southerly of the original project, was not intended as a City-participation item and need not be paid by City. Based on this, City's share of project cost would be $36,267.90 of which $20,000 has been paid. Considering this, would and could the City make the balance of payments of $16,267.90 within the time allocated by the agreement; i.e., $8,133.95 annually for the next two years.

If the City elects to pay this balance within the time allocated by the agreement, please so indicate by signing this letter in the spaces provided below and returning two signed copies to this office.

APPROVED
CITY OF Madras
BY MAYOR D. N. Harwell
BY RECORDER A. P. Miller
DATE 12/10/68

Very truly yours,

Forrest Cooper
State Highway Engineer

D. N. Harwell

By: D. N. Harwell
Assistant County & City Engineer

DNH:mm

For your info:
Cooper Maison
Porter Young
Klaboe Putnam

RECEIVED
AUG 25 1966

16-1105

6741

August 24, 1966

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6741 awarded to R. L. Coats for grading, paving and structure on Myrtle Street-"A" Street in Madras on the Warm Springs and The Dalles-California Highways in Jefferson County was completed on June 15, 1966, and accepted by the Highway Commission on August 22, 1966.

Final payment in the amount of $5,261.24 will be released to the contractor after August 31, 1966. The total contract amount is $125,146.30 including $45.47 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fmz

cc Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 23 1966
FOR FILING
16-1105
6741

August 22, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed June 15, 1966, on Contract No. 6741. The contract was with R. L. Coats and was for grading, paving, and structure on the Myrtle Street-"A" Street (Madrus) Section of the Warm Springs and The Dalles-California Highways in Jefferson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 22 and that you concur in this procedure at the Commission meeting on August 25.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg fn

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Myrtle St.-"A" St.(Madras)		WEEK ENDING: June 18, 1966
		SECTION PREFIX: 16-1105
HIGHWAY: Warm Sprs & The Dalles-Cal.		COUNTY: Jefferson
NAME OF JOB: Myrtle St.-"A" St.(Madras)	KIND OF WORK: Grading, Paving, and Structure	
CONTRACTOR: R. L. Coats	CONTRACT NUMBER: 6741	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Nov. 4, 1965	DATE WORK STARTED: Dec. 21, 1965	ESTIMATED COMPLETION DATE: complete
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 20 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: June 15, 1966	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $144,191.25	ENGINEERING AUTHORIZATION: $10,253.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $133,937.65	ENGINEERING COST TO DATE: $10,500	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $133,937.65	PERCENT OF AUTHORIZATION: 102 %	DATE PROJECT WAS COMPLETED: June 16, 1966
ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.33	0.33		0.33	0.33
MILES PARTIALLY COMPLETED							
MILES COMPLETED			0.33	0.33		0.33	0.33
TOTAL ESTIMATED QUANTITIES (CONTRACT)			2100 CY	1800CY 500CY		50CY 7T	2,000T
TOTAL QUANTITIES CORRECTED TO DATE			2279	1660 400		30 7.4	2104
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			2279	1660 400		30 7.4	2104
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							1
NUMBER OF SHIFTS PER DAY							8
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK

1 paving plant, 1 paving maching, 15 trucks, 2 rollers

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	971B
PERCENT	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	clear-warm			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Paving roadway.
TUESDAY	Paving roadway.
WEDNESDAY	Paving street connections, sidewalks, jiggle bars, and correction of C and D Streets. State forces striped project and traffic turned over project at 1:00 PM.
THURSDAY	Cleaning up and moving out equipment. Bridge curb rail end sections arrived and were installed.
FRIDAY	
SATURDAY	

REMARKS

Contractor finished paving on Wednesday, 6-15-66.

State crew striped project on Wednesday and traffic was routed over project at 1:00 PM.

Mr. Putnam, Division Engineer, was on project Wednesday.

Final Report.

SIGNED R. H. Clark LOCATION Bend

R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JUN 20 1966
FOR FILING

16-1105

6741

A

To F. B. Klaboe

Copy Pat

CON BND 129 - 6-16-66 11/00 AM

F D MORGAN

THE ONE-WAY COUPLETS FOR THE CITY OF MADRAS WERE OPEN AS OF 1/45
6-15-66 ON CONTRACT NO 6741. THE TIME IS 1/45 PM.

G W MARTIN

Fgll.

RECEIVED
JUN 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F B. KLABOE

RECEIVED
NOV 5 - 1965
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
ROSEBURG
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

11-11
6741

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

November 5, 1965

Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon

Dear Mr. Coats:

The State Highway Commission on November 4 awarded to you State Highway Contract No. 6741 for the following project:

Grading, paving & structure on the Myrtle Street - A Street (Madras) Section of The Dalles-California Highway and Warm Springs Highway in Jefferson County.

This award was based on your bid of $126,720.00 which was submitted to the Commission on November 2 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
NOV 3 - 1965
FOR FILING
16-1102
6741

November 3, 1965

The Honorable D. H. Hatfield
Mayor
City of Madras
Madras, Oregon

Dear Mayor Hatfield:

Reference is made to your letter dated October 29 concerning the possible closure of Adams Drive in the city of Madras.

I understand that Division Engineer Putnam has contacted you and that a plan to keep Adams Drive open in its approximate existing location has been derived that is satisfactory to all concerned.

Thank you for your cooperation in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Elmore
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. J. F. Putnam

FBK:srb

JEFFERSON
A LITTLE COUNTY WITH A BIG FUTURE

Madras
E. 4th, Adams St

COUNCIL
MEETS SECOND TUESDAY EACH MONTH

CITY OF MADRAS
MADRAS, OREGON
October 29, 1965

Oregon State Highway Commission
Salem, Oregon

c/o Don Harwell

Re: Closing Adams Drive

Gentlemen:

The City of Madras has been interested in developing the traffic pattern after Fourth Street is established as a one-way street in Madras, Oregon. At the South end of the Fourth and Fifth Street couplet there is now an extrmely dangerous traffic situation where Adams Drive enters Highway #97 and #26. It has been the opinion of the City officials, and they have given their support to the program of closing Adams Drive from J Street North to its intersection with the Highway. We also feel that I Street should be developed at its intersection with the highway, as it will then become the main entrance into the Wistful Vista Subdivision for any Southbound traffic using Fourth Street.

The City has certain utility lines in this area and we have requested that the closure be made subject to these water lines, which is acceptable to the County Court.

The City of Madras supports the closure of Adams Drive North from J Street with a connection at I Street onto the Highway as being in the interest of safety and developing sensible traffic pattern for the South end of the Fourth and Fifth Street couplet.

We request that the Oregon State Highway Commission approve this matter so that the closure proceedings which were started approximately one year ago, awaiting the decision of the one-way street, can be completed.

Very truly yours,

The City of Madras

By D W Fosfield
Mayor

Attest:

A P Miller
City Reorder

RECEIVED
NOV 1 1965
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 - 1965
ENGINEER
COUNTY & CITY DIVISION

cc: F. B. Kloboe

RECEIVED
NOV 3 1965
FOR FILING

11
6741

Putnam copy sent 11-5-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
November 2, 1965

SUBJECT: Adams Drive, City of Madras

To: Mr. F. B. Klaboe
Asst. State Highway Engineer
State Highway Department
Salem, Oregon

In compliance with your request of October 22nd, Mr. L. H. Warfield and I met with members of the Jefferson County Court, City of Madras and private individuals regarding the abandonment of Adams Drive in the City of Madras.

Dorothy M. Slavens, a Real Estate dealer, owns the property abutting Adams Drive on the east, and had made arrangements with a contractor who was doing some excavation work in town to dispose of this material on her property. They have filled approximately six feet on both sides of the roadway through the area and were stockpiling enough to fill the roadway in the event that Adams Drive was abandoned.

Upon being advised that the Highway Department would not approve the abandonment, the question arose as to what was the best method of serving the property to the east. H and I Streets are the only streets in the area which, when projected, would allow traffic to move in a straight line into the residential area; thus it becomes almost mandatory to connect I Street to the Highway. At the present time there is a differential of approximately six feet in the elevation of I Street and the Highway where it inter-sects Adams Drive. The proposal was made to proceed with the filling of Adams Drive to an elevation approximating the grade of the Highway, and reconstruct Adams Drive on the same alignment that now exists.

After receiving this information, I called you and received your approval to proceed with this work on the basis that the County would replace the surfacing on Adams Drive and make the connection to I Street, and the State would take care of traffic control items at the inter-section. The County and City were advised of this approval immediately thereafter.

J. F. Putnam
Division Engineer

JFP:me
cc: Judge A. S. Ramsey
City of Madras
R. P. Hamilton

RECEIVED
NOV 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 3 - 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 1 - 1965
FOR FILING

16:1105
G741

10/25

MISC. CONTRACTS and
AGREEMENTS No. 2710

Agenda Item
4 P
9-28-65

October 1, 1965

Mr. A P. Miller
City Recorder
City of Madras
Madras, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of an agreement pertaining to Myrtle Street-"A" Street Section of Warm Springs and The Dalles-California Highways (4th and 5th Streets Couplet).

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: H. S. Cox
Attn: Don Harwell
(Conformed copy)

RECEIVED
AUG 27 1965
FOR FILING

12-1102

6741

August 27, 1965

Oregon State Highway Commission

Gentlemen:

There will be presented at the September 24 Commission meeting a cooperative construction agreement with the City of Madras pertaining to the Myrtle Street-"A" Street Section of the Warm Springs and The Dalles-California Highways (4th and 5th Streets Couplet) within the city.

The agreement provides for the State and the City to acquire right-of-way and construct the project on a 25 percent City and 75 percent State cost basis.

The City has deposited a check for $5,000, with the State to cover the initial payment and is to deposit yearly minimum payments of $5,000 due on or before August 30 of each year, with final payment by August 30, 1970. The City's estimated cost is $30,000; however, the actual cost to the City will be based on the itemized statement upon completion of the project.

The State will re/Ae traffic over 4th Street as one-way southbound and 5th Street as one-way northbound.

The City will enact necessary ordinances pertaining to traffic control, parking restrictions, et cetera.

The project, which is on the approved 1965 State construction program, is currently scheduled for the September 24 bid letting and is estimated to cost approximately $120,000, including right-of-way, grading, base, paving, and structure over Willow Creek.

We recommend your approval of this agreement and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
P. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
I. F. Merchant
J. F. Putnam
H. S. Cox

DNH:mm bg

FORM E-123X 50M 12-63

RECEIVED
OCT 11 1965
RECORDS FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 8, 1965

L 7111

Mr. A. P. Miller
City Superintendent
City Hall
Madras, Oregon

Subject: One-way Couplet
4th and 5th Streets

Dear Sir:

In line with our previous discussions pertaining to the subject couplet, enclosed is a sketch of our proposed painted channelization near the intersection of "K" Street. Please be advised that this is a proposed plan and is subject to revision.

In regard to the proposed project on the northerly end of the one-way couplet it is tentatively planned to accept bids on this project at the November 2 bid letting; however, there is the possibility that right-of-way will not be clear and the design of the Willow Creek structure not final - therefore the project would be set back until the December 14 bid letting.

We have received your advance payment and it has been posted by our accounting division on August 26.

We appreciate your interest and cooperation in this matter in our past negotiations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By D. V. Hamilton for

H. S. Cox
County and City Engineer

NOTED
F. B. KLABOE

DHH:mm
Encl.

bc: R. L. Porter
F. B. Klaboe
Tom Edwards
F. B. Crandall
J. F. Putnam

RECEIVED
OCT 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—7-64 SP°6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 7, 1965

SUBJECT: Proposed Paint Channelization
South End of One-Way Couplet
Madras

To:
Donald W. Harwell
Office Engineer
B u i l d i n g

NOTED
DON HARWELL

There are attached five copies of a print showing proposed paint channelization at the south end of the Madras one-way couplet. It is understood that City officials of Madras have requested information concerning this matter.

This channelization is proposed to more efficiently carry traffic past the separation point of the couplet. As can be seen from the plans, all of the channelization is composed of paint lines.

Although I am sending the Division Office a carbon of this letter, it is requested that when you transmit the plans to the City that you also give Jim Putnam a carbon of your letter and a copy of the plans.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

LEG:aa
Attachments
cc: Tom Edwards
J. F. Putnam
F. B. Nelson

ST.

N

Scale: 1" = 50'

5TH ST.

12' 12'

Paint Lines

12' 12'

12' 12'

4TH ST.

12' 12'

℄

Proposed Pavement Widening

Service Station

Garage

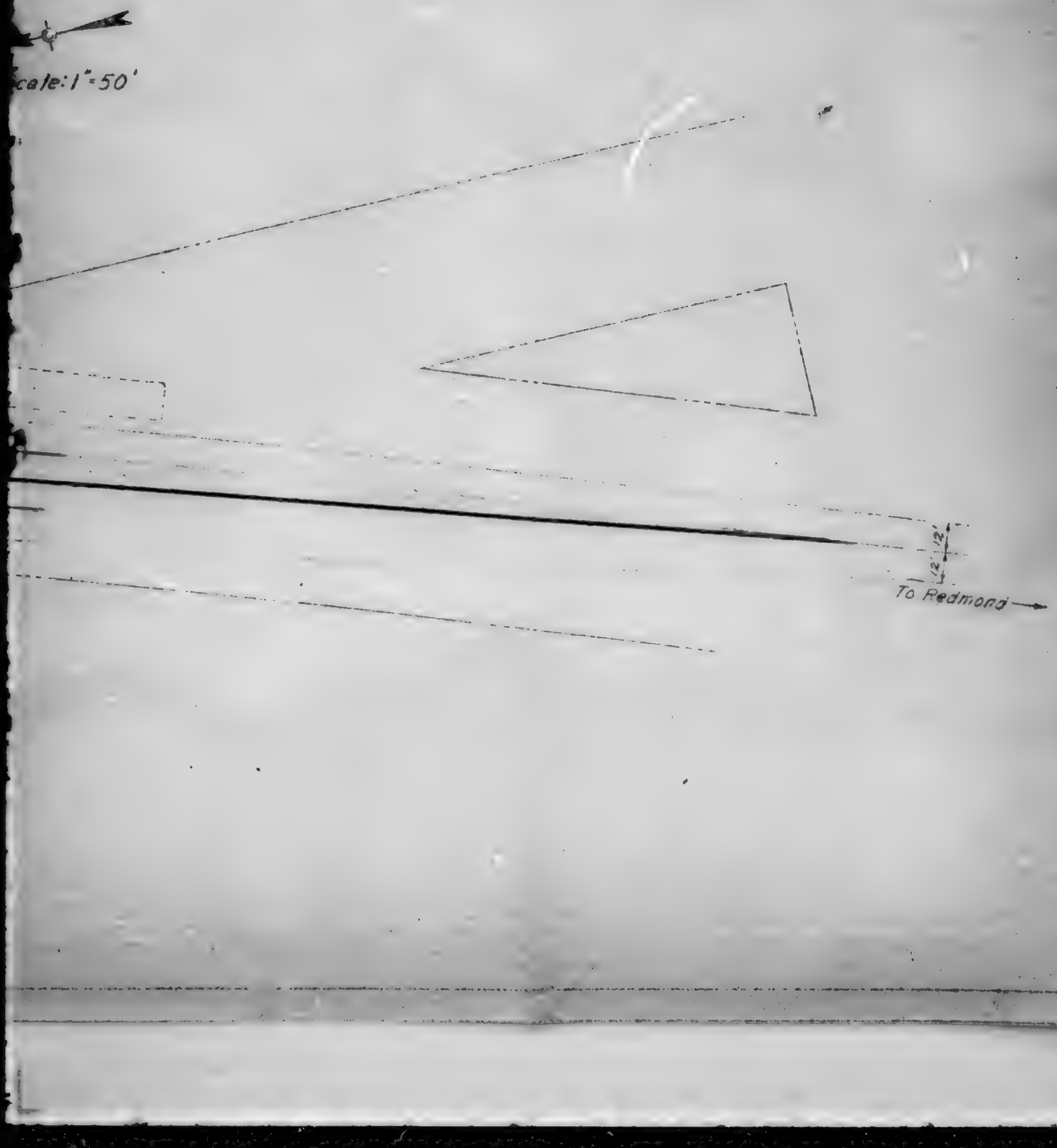
K

Oregon State Highway Department
Traffic Engineering Division

4TH ST. & 5TH ST. AT "K" ST.
MADRAS

Jefferson County - October, 1965

Scale: 1" = 50'



RECEIVED
AUG 26 1965
COMMISSIONERS
FOR FILING
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
6741

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
August 25, 1965

NOTED
R. L. PORTER

Madras City Council
City Hall
Madras, Oregon

Attention: Mr. A. P. Miller,
City Superintendent

Cooperative Project
4th & 5th Streets Couplet
US Routes 26 and 97

Gentlemen:

This is to acknowledge receipt of the City's Warrant #5411 in the amount of $5,000 and the executed agreements pertaining to the pending project on the one-way couplet in Madras.

We realize the great concern and effort that has gone into this project and it is very gratifying to see it is soon to become a reality.

We wish to express our appreciation for the interest you have shown in this matter and invite your inquiries regarding this or other matters.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
H. S. Cox by D. N. Hamilton
County and City Engineer

DMH:

bc: ~~Forrest Cooper~~
R. L. Porter
F. B. Klaboe
F. D. Morgan
D. H. Moehring
J. F. Putnam
F. B. McKinney

RECEIVED
AUG 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 25 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 24, 1965

SUBJECT:

To: MEMO TO FILE

On this date, Mr. Fred Christenson of the Jefferson County Co-op, Madras, called requesting a meeting to discuss a line change on the north end of the proposed one-way street couplet in Madras.

I told Mr. Christenson that I did not wish to start negotiating line changes with private parties, as our dealings must of necessity be with the city officials of Madras.

After considerable discussion of the problem, I assured him that we had studied the line to which he referred. He seemed satisfied and stated that he would report my conversation to the Jefferson County Co-op Board.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
J. F. Putnam

RECEIVED
JUL 12 1965
FOR FILING
16-140
6741

July 12, 1965

City Council of Madras
City Hall
Madras, Oregon

Attention: Mr. A. P. Miller
City Superintendent

Gentlemen:

I am requesting your consideration and presentation for approval by the City Council of the basic contents to be included in a formal agreement between City and State regarding the impending project in Madras for the improvement of The Dalles-California Highway (US Route 26-97), Fourth and Fifth Streets Couplet.

We realize this matter has been of considerable concern to the parties involved and hope it may be resolved by the Council's action on the proposed agreement contents outlined in this letter.

The agreement now in the hands of the city is based on City acquiring the right-of-way and State performing the construction; however, it is the understanding that City now wishes to participate in this project on a 25% City, 75% State cost basis for right-of-way as well as construction costs.

The project is currently scheduled for the August 10, 1965, bid letting and if this project is to be undertaken we must have an answer immediately as to City's approval of participation by City on the basis of 25% of all costs incurred on the project within the city limits.

The Council is requested to consider this matter at the earliest opportunity, and if approved, adopt a resolution similar to the enclosed sample authorizing the Mayor and Recorder to enter into an agreement written on this basis. Send to this office written evidence along with three copies of the resolution authorizing such signatures and after presentation to the Highway Commission for final approval, an agreement will be prepared on this basis for signature by the respective parties.

The latest estimate of costs pertaining to right-of-way is approximately $15,000 and approximately $105,000 for construction, for a total estimated cost for the entire project of approximately $120,000.

The cost to City based on the $120,000 estimate would be $30,000. However, the final actual cost would be determined by the actual itemized costs upon completion of project.

It is the further understanding of this office that the City will make payment of its share of the project as follows: An advance payment of $5,000 on or before August 30, 1965, and subsequent equal payments yearly due on or before August 30 of each year until the total City's share is paid in full, in August, 1970, based on the itemized statement of actual total cost of the project.

Please be aware that the agreement contents as outlined above are subject to approval or rejection by the Highway Commission and are not binding on either party until such concurrence is obtained.

We trust this meets with your approval as it is in conformance with the discussion on July 7, 1965, between Mr. A. P. Miller, City Superintendent, and Mr. H. S. Cox, County and City Division Engineer, of the State Highway Department.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

DWB:ESC:mm
Encl.

bc: Forrest Cooper
R. L. Porter
F. D. Morgan
D. H. Moehring
J. F. Putnam
H. S. Cox

Resolution No. 10-65

WHEREAS, THE STATE OF OREGON, acting by and through its State Highway Commission, has caused to be prepared and submitted to the CITY OF MADRAS a letter dated July 12, 1965, outlining an agreement providing for the improvment of The Dalles-California Highway (Fourth and Fifth Streets) as a one-way couplet within said City; and

WHEREAS, said letter of July 12, 1965, has been read in full to the Council of said City and approved as submitted;

NOW, THEREFORE, BE IT RESOLVED by the City of Madras that the Mayor and Recorder are hereby authorized and directed to execute said agreement on behalf of City.

- - - - - - - - - - -

The foregoing resolution was duly adopted by the Council of the City of Madras on the 13th day of July, 1965.

By D W Hatfield
Mayor

ATTEST:

C P Miller
Recorder

RECEIVED
JUN 1 - 1965
FOR FILING

16-10
6741

MADRAS SECTION
THE DALLES-CALIFORNIA HIGHWAY
JEFFERSON COUNTY

FOURTH STREET CONNECTION:

Grade and Pave		$ 48,300
Signing and Lighting (Entire couplet)		1,300
		49,600
+ 20% Engineering & Contingencies		9,900
Structure		35,000
Right of Way		10,000
TOTAL		$104,500

NOTED
R. L. PORTER

IMPROVEMENT BETWEEN "J" STREET AND "L" STREET

State Force Work		
	Total:	$ 15,000

EXTENSION OF "T" STREET

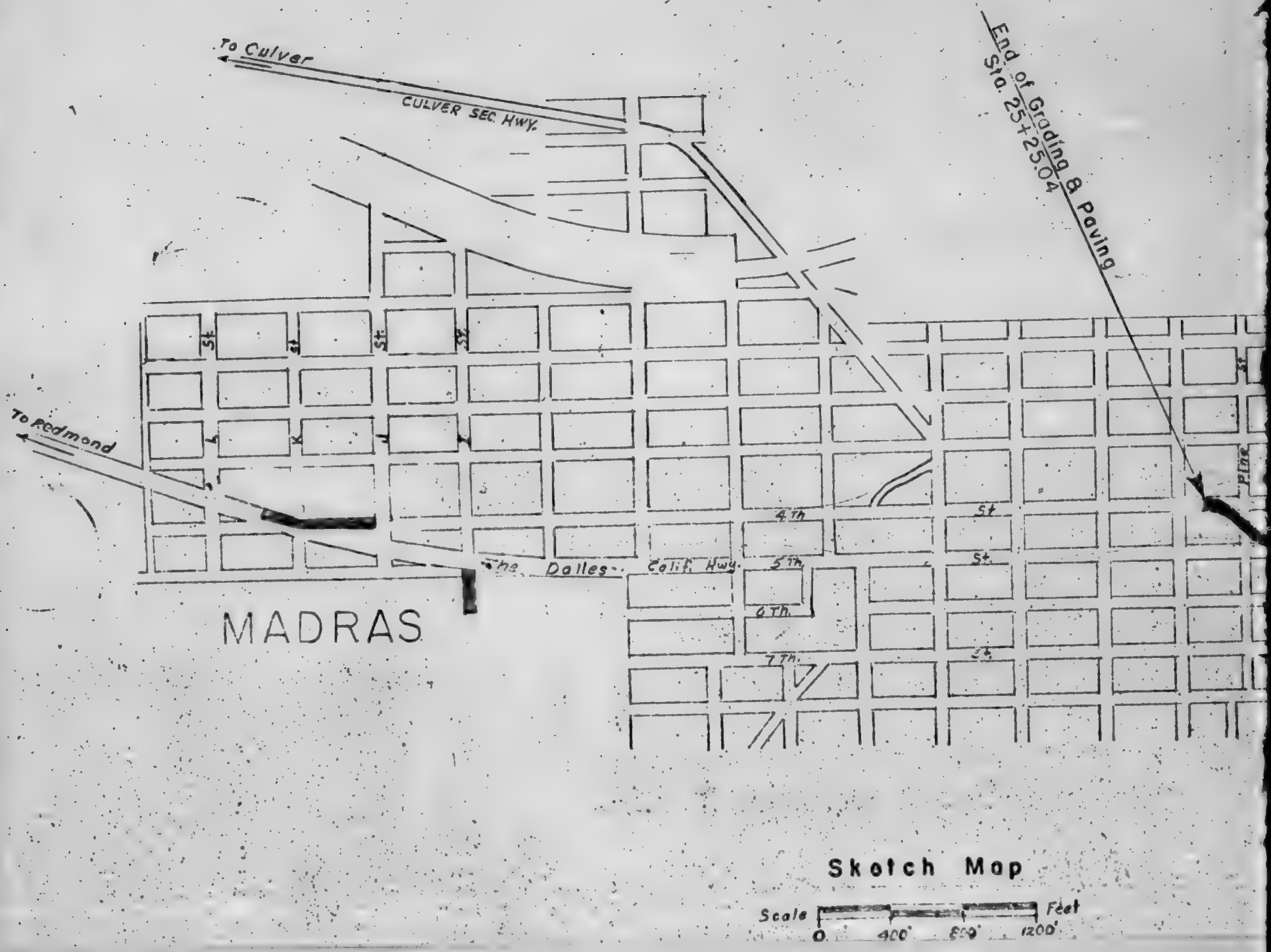
Grade and Pave		$ 4,400
+ 20% Engineering & Contingencies		880
TOTAL		$ 5,280

GRAND TOTAL		$124,780
	Rounded	$125,000

May 28 '65
Ok to Proceed to Ad
RLP

GRADING & PAVING

FORTH STREET CONNECTION, MADRAS
THE DALLES-CALIFORNIA HIGHWAY
JEFFERSON COUNTY
1964

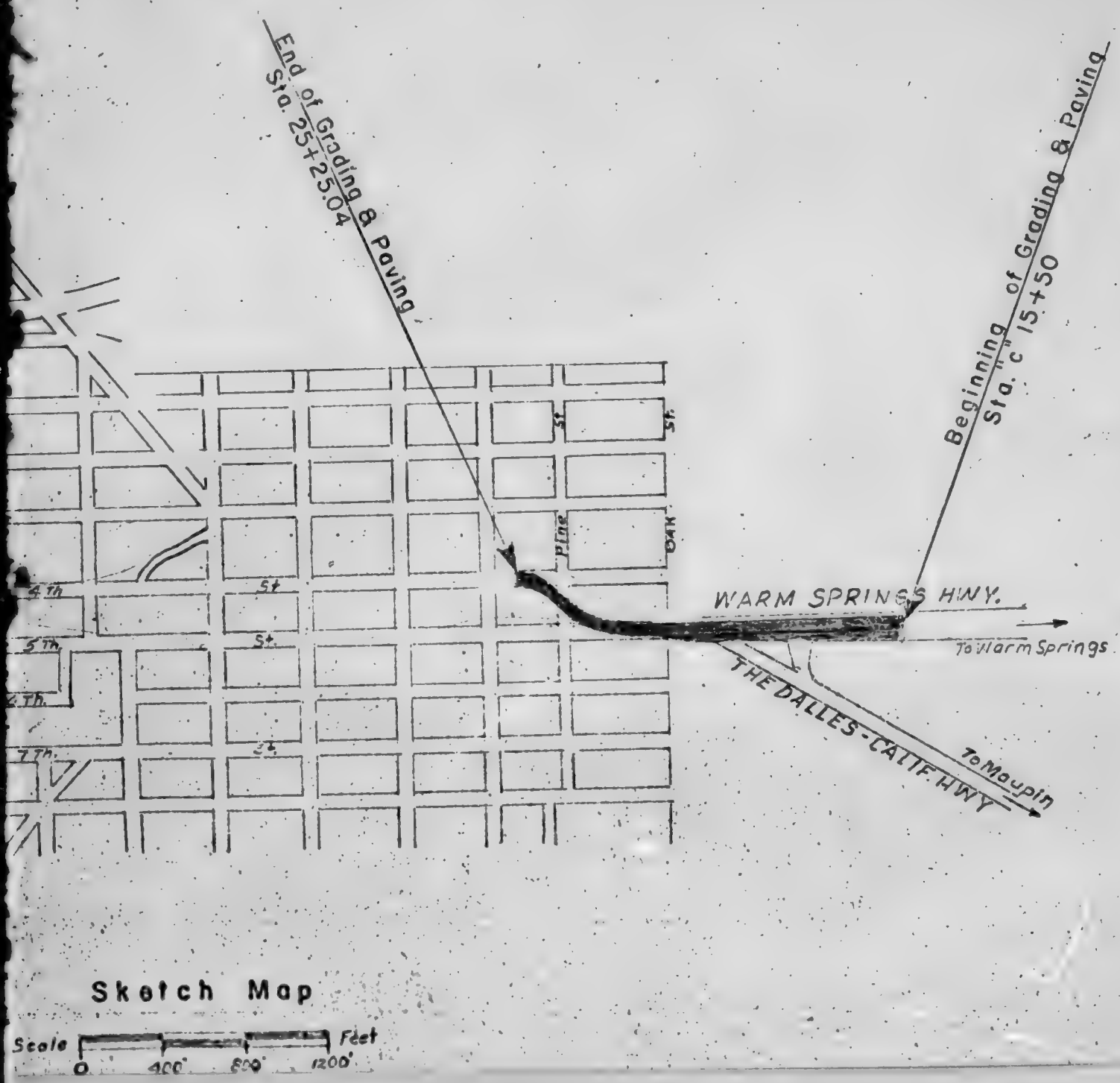


Sketch Map

Scale 0 400' 800' 1200' Feet

ADING & PAVING

CONNECTION, MADRAS SECT.
S-CALIFORNIA HIGHWAY
FERSON COUNTY
1964



Sketch Map

Scale 0 400' 800' 1200' Feet

FORM E-30 50M 12-63 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1964

NOTED
R. L. PORTER

SUBJECT: Supplementary Report
Couplet - City of Madras
Fourth Street Improvement

To:
Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

Herewith two copies of an estimate prepared at your request for minor improvement of Fourth Street in order to utilize it as the southbound element of a proposed couplet for U.S. 97 through the city of Madras. This estimate is made up in two parts as indicated in the attached report.

I trust this will satisfy your requirements regarding this proposed couplet.

F. D. Morgan
Construction Engineer

FDM:fp
Attach.
cc Dean Swift

RECEIVED

FORM E-50 9014 12-63 64670

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1964

SUBJECT: Supplementary Report
Couplet - City of Madras
Fourth Street Improvement

To:
Mr. F. D. Morgan
Construction Engineer
O F F I C E

Estimates have been prepared for minor improvement of Fourth Street in order to utilize it as the southbound element of a proposed couplet for US 97 through the city of Madras. An investigation relating to this proposed couplet had been made previously and is covered in a report dated September 27, 1963. Two plans for incorporating this street into the couplet pattern were considered.

Plan I would involve patching Fourth Street between Pine and "J" Streets and extending Fourth Street southerly to US 97 for one block. Access to the coupl et pattern would be gained via Pine Street and would involve alteration of the Willow Creek structure on Fifth Street (US 97) to improve the turning radius onto Pine Street. Estimated cost for this plan is:

Grade and Pave	$55,000
Alter Structure	15,000
Right of Way	- - -
Est. Const. Cost	$70,000 (1.0 mile)

Plan II would also involve patching Fourth Street between Pine and "J" Streets and extending Fourth Street southerly to US 97 for one block. In this plan, however, access to the couplet pattern would be gained through an extension of Fourth Street northerly to the junction of US 26 and US 97. Estimated cost for this plan is:

Grade and Pave	$125,000
Structure	25,000
Right of Way	10,000
Est. Const. Cost	$160,000 (1.4 miles)

This estimate includes modification of the existing channelization to provide a transition into the couplet pattern.

The patching of Fourth Street would involve the repair of the areas showing extensive cracking and, in general, the filling in along the curb in order to increase the efficiency of the existing storm sewer system in addition to "waterproofing" the joint between the curb and the old oil mat. A seal coat was assumed to be placed over the patched area. A Memo prepared by John H. Walker regarding a field inspection of this street is attached.

It would appear both from Walker's findings and a field observation that patching would not be an adequate solution to the improvement of this street. I would recommend that the two-inch half-sole be placed after remedial patching had been done; it would cost an additional $30,000 over each of the above estimates to accomplish this.

In addition to the Memo, a small scale map is attached depicting the limits of the proposal.

W. H. Tebeau

W. H. Tebeau
Field Reconnaissance Engineer

WHT:fp
Attach.

Salem, Oregon
April 21, 1964

MEMO TO THE FILES

Inspection of 4th Street (Pine St. to J St.) City of Madras, concerning need for overlay of A.C. in case of one-way couplet

As per request from Mr. Porter, on Tuesday, April 14, 1964, I inspected 4th Street in the City of Madras, to determine if an overlay of A.C. would be needed in event this street was incorporated into a proposed one-way couplet through the City to carry The Dalles-California Highway traffic.

As part of the data considered, the following is a list of 3 State projects on this street and what was constructed under each.

(1) 1957: On 4th St. -- D St. to G St.

Const.: 11" bottom base, 1-1/2" Top Base, 0-11 Oil Mat.

NOTE: This section 54' wide with curbs.

(2) 1959: On 4th St. -- C St. to Pine St.
Existing 12" Stone Base and 2" Leveling Course.

Const.: 2" Additional Leveling Course and 0-11 Oil Mat.

NOTE: This section is 54' wide with curb and gutter.

(3) 1961: On 4th St. -- G St. to J St.
Bottom Base by others. Est. 12-14 inches.

Const.: 2" Leveling Course and 0-11 Oil Mat.

NOTE: This section 54' wide with curbs.

NOTE: On 4th St. -- C St. - D St. Not mentioned, but estimated to have 12"+ base and 0-11 Oil Mat. 54' street width and curbed.

FIELD INSPECTION:

Street and oil mat appeared good at first glance driving over it, but on closer inspection the following appears:

1. Oil mat shows some cracking with an area or two showing alligatoring.

2. Quite a number of water or sewer lines have been cut across street and patched in.

3. General shape is fair, but some distortion noted.

4. Block B St. - C St. appears to have had a seal. Some bleeding observed.

5. Quite a lot of 1-1/4 - 3/4" rock showing through 0-11 Oil Mat. Especially at curb areas.

6. Curbs have generally a high exposure. Average about 8".

7. Where there are gutters, these gutters are approximately 1" above the oil mat surfacing.

8. Installed catch basins (with dry wells) are constructed approximately 1" above 0-11 oil mat.

9. There has been some small amount of patching done.

10. Drainage is poor due to raised gutters and catch basins.

11. A Mr. Beasley, former City Commissioner, advised that Oil Mat was left low in anticipation of future A.C. Mat.

12. One concrete sidewalk across 4th St. at "D" St. which is high, causing noticeable street bump.

RECOMMENDATION:

Allow est. 300-400 tons A.C. for patching.
Remove concrete sidewalk at "D" Street.
Place 2" A.C. Mat throughout entire street.

It is my estimation that some of the existing surface will fail within two (2) years with increased traffic and be a maintenance problem.

John H. Walker
Field Testing Engineer

Attached is small print of Madras showing streets involved.

JHW:bjm
Attachment

R-205 5/26/64

Plan II
Plan I
WARM SPRINGS HWY
CALIFORNIA
DALLES
CEDAR
MYRTLE
HENRY
ELM
OAK
PINE
JEFFERSON
LOUCKS
ROAD
ASHWOOD
ROAD
BUFF
LAKE
BELMONT
CHARLES AVE.
CULVER HWY. NO. 361
HIGHWAY NO. 4
JEFFERSON COUNTY FAIRGROUNDS
M.P. 89.90
M.P. 2.00 HWY. 361
M.P. 88.36 HWY. 4
M.P. 0.00
N
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R.R. Depot
Public
cy - City Hall
cr Court House
a Armory
l Library
Street open for travel
Street dedicated but not open
City Limits
MADRAS
JEFFERSON COUNTY, OREGON
STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 1,815
Scale in Feet
January 1, 1961

MEMO TO FILES
May 19, 1965

ONE-WAY COUPLET
4th & 5th STREETS
THE DALLES-CALIFORNIA HIGHWAY
CITY OF MADRAS

On Tuesday, May 11, I attended the Madras City Council meeting to discuss the proposed project.

The project is tentatively scheduled for August 10, 1965, and the construction cost is approximately $100,000.

There is in the hands of the city a pending agreement based on City, at its sole expense, purchasing additional right-of-way needed for construction and State to do construction work at State's sole expense.

The primary concern seems to be that the City cannot obtain the right-of-way needed without posting bond in the amount of three times the appraised value. City does not have the money to do this.

The City inquired about the possibility of a cooperative construction project based on 25% City and 75% State participation in the entire right-of-way and construction costs of the project. They also asked if they could extend payment if this were undertaken.

By this memo I am requesting Mr. Porter and Mr. Cooper to discuss this matter and advise as to whether the State would approve this request and to what extent. NOTE

At previous meetings with the city, we were asked if the State would construct "I" Street to connect to 5th Street (Hwy. 97) and if the closure of Adams Drive could be accomplished to alleviate the acute angle that now exists. They were told later that the State (Mr. Porter and Mr. Swift) concurred in this request and it would be done as part of the over-all improvement.)

The closure of Adams Drive has been discussed by City of Madras and Jefferson County and a public hearing has been held regarding this matter. The City has requested the State to deed a triangular parcel of property to them after which the closure would be put into effect and curbing installed along the easterly curve radius by the City. (Map attached, showing parcel /red/ and proposed "I" Street connection /brown/as requested by City.

NOTED R.L. PORTER

I again request a decision be reached regarding the above matters and the information passed along to the City.

D. N. Harwell

D. N. Harwell, Office Engineer
County and City Division

RECEIVED
MAY 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

DNH:mm
Maps Attached
cc: Forrest Cooper, R. L. Porter
F. B. Klaboe, F. D. Morgan, & J. F. Putnam

5 Quitclaims Deed M-103

Maintenance Site

Drg. 1R-1-378

Jefferson Co. V.6 p. 620 V. 9 p. 176 & 444 V. 11 p. 519

1R-1-270

M-103-B

2+37.75 POT 14'Lt

0+31.05 POT

N 359,845.68 E 1,836,929.92

0+0.0

PALMAIN

Joe Burns V.14 p. 304

V.S. Howard et al Reclus Taylor V.9 p. 303

S.P. Sorensen Deed not recorded

Gladys Bone

L.C. Sorensen

Clarence L. Dilady V.2 p.172 Jefferson County

James D. Kerr V.13 p. 575

0+56.92

2+78 R.R. Spike N 359,845.68 E 1,836,929.92 S 89°56' E

Deed - RW 6460

Easm't RW 6512

Deed RW 6360

Deed - RW 6611

21+33.44 P.I.

N 354,967.10 E 1,836,416.41

50°31'W (Grid)

Deed - RW 6484

Deed RW 6535

Deed-RW 3884 (See 5B-1-16)

CITY OF MAD

Arthur E. Shuger V.5 p. 488

Gas Pump

Ser. Sta.

37256-D

0.03 Ac.

0.13 Ac.

20+48.04 P.C.

32° C.R. Δ=51°00' 65.40'

22+01.41 P.T.

J.B. & M. Sturgill 23-258

30-12

Trailer Ho. shed

John E. Conroy 10-45

S 89°56' E 724.02

23+66.03 P.C.

25+25.40 P.T.

Jefferson Co. CO-OP 773

37256-A

S 0°31'W (Grid)

Pine St.

Jefferson Co. CO-OP 33-166

Jefferson Co. CO-OP 33-700

24+51.43 P.I. N 354,762.17 E 1,836,158.33

CONROY AVE.

5B-18-10

PROPOSED PROJECT

Aug. 10-65 Bid Letting

RW & Const.

NOV 20 1964

NOTED

DON HARWELL

Sub division development

CITY

5B-18-10

Deed - RW 6462

5th Street

Deed-RW 5579 — 15 sq. ft.

Deed R.W.-5211 Parcel-2

Deed RW 7003

Deed R.W.-5211 Parcel-3

Deed-RW 6514

Deed R.W.-5211 Parcel-4

Jefferson Co. V.9 p.444

Lillian D. Hinton V.3 p.493

Jefferson Co. V.9 p.444

Mary C. Thompson V.4 p.468

Jefferson Co. V.12 p.167

Hoy E. Johnson

Ho.

12

13

400' Spiral
s-2°00'
a-0.25

4th Street

A D D.

11

14

H ST.

5B-18-10. Part 1

Adams Drive

CITY LIMITS

Deed R.W.-5211 Parcel-3

Deed-RW 6514

Deed R.W.-5211 Parcel-4

Deed R.W.-5211 Parcel-6

Deed - RW 6599 Parcel-2

Deed R.W.-5211 Parcel-5

Deed-RW 6599 Parcel-1

Deed RW 6463

Deed RW 6303

Jefferson Co. V. 9 p. 444

Mary C. Thompson V. 4 p. 468

Jefferson Co. V. 12 p. 167

Cornelius B Hyson V. W p. 185

Lester Pugmill

Roy Thidpon V. 2 p. 73

Jefferson Co. V. 12 p. 61 V. 8 p. 620

Cornelius B Hyson V. W p. 145

Street

13

8

14

17

I ST.

SOUTH CITY LIMITS

1°C.R.
TA 19°59'
Ts 1209.6

RECEIVED
DEC 8 - 1964
FOR FILING

11 110 5
6741

December 8, 1964

Mr. Frederick Christiansen, Manager
Jefferson County Co-op
Post Office Box "Y"
Madras, Oregon

Dear Mr. Christiansen:

Your letter of December 3 indicates your feeling that more discussion should take place in regard to rerouting the highway in the vicinity of Pine Street in Madras.

Mr. Don Harwell of our County and City Division, has just advised me that a meeting will be scheduled for December 17 at 12 noon at the Top Notch Cafe. Mr. Swift, Division Engineer; Mr. A. P. Miller, City Superintendent of Madras; and others interested, will be present.

It is assumed this concurs with your thinking and that you will be present or will have a representative at the meeting mentioned.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Mr. A. P. Miller
Forrest Cooper
R. L. Porter
D. M. Harwell
H. S. Cox
Dean Swift

MEMBER
PACIFIC
COOPERATIVES

Jefferson County Co-op INCORPORATED

POST OFFICE BOX "Y"
MADRAS, OREGON

December 3, 1964

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER
Please handle

Mr. Forrest Cooper, Superintendent
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Cooper:

Please refer to file #37256A

The Jefferson County Co-op has been asked to sign a real estate option giving R/W through our property for one-way highway purposes. The Board of Directors are very concerned because of the extent of damages it will do to our property.

Cooper

We also feel this route is not the true desire of the Highway Department. Because of this feeling we have, and the disastrous results to us, we would like to meet with you or your representative and discuss this matter at your earliest convenience. Please contact me as to date desired which would be convenient to you.

Very truly yours,

JEFFERSON COUNTY CO-OP

Fred Christiansen

Frederick Christiansen,
Manager

NOTED
LLOYD P. SHAW

FAC:dh

cc: Mr. Dallas Richards, President
Madras, Oregon

RECEIVED
DEC - 1964
OFFICE OF
STATE HIGHWAY COMMISSION

RECEIVED
DEC 1964
OFFICE OF
STATE HIGHWAY COMMISSION

Copy To Hiwell
12-7-64

FORM E-30 80M 12-62 84878

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1964

SUBJECT: One-way Couplet
City of Madras

To: Mr. Forrest Cooper
State Highway Engineer

Study of the north end of the proposed couplet on Fourth and Fifth Streets indicates that better flow of traffic can be obtained if no added conflict is developed at the present intersection of the Warm Springs and The Dalles-California Highways. The couplet can be developed far enough south of this location to permit orderly flow of traffic to be re-established before splitting into one-way roadways.

APPROVED
Forrest Cooper
STATE HIGHWAY ENGINEER
DATE: Sept 12 '64

The split must be introduced near the Willow Creek Bridge to avoid extremely expensive right of way. A service station is located north of Willow Creek Bridge on the west side of Fifth Street but can be avoided through use of a 32-degree curve at the point of departure from Fifth Street and a 48-degree curve into Fourth near Pine Street. Since traffic at this location is urban in characteristic, the relatively short radius is not considered detrimental.

The location does not conflict with the Hargis property. The City has verbally agreed to obtain the necessary right of way, provided construction can be assured for 1965. An agreement is being prepared.

A field cost estimate gives $64,000 as total cost, with the Willow Creek Bridge being approximately $41,000. The original route which would have extended Fourth Street north to an intersection at the present highway junction was estimated to cost $143,000. (Funds later not approved?)

The project should be included in the 1965 construction program if possible.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc R. L. Porter

FORM E-80X—30M—10-62 46828

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1964

To: Mr. Dean Swift, Division Engineer
Oregon State Highway Department
P. O. Box 1249
Bend, Oregon 97701

SUBJECT: One-way Couplet
4th - 5th Streets
The Dalles-California Highway
Madras

NOTED
R. L. PORTER

Enclosed are copies of the field estimate and prints of proposed alignment regarding above subject.

I have discussed this matter with Mr. Shaw, and by letter to Mr. Cooper he recommends this project for 1965 construction.

The Highway Commission approved this project at their meeting of August 27, 1964, and therefore, as per Mr. Porter's instructions, you may go ahead with the construction of the 4th Street extension at the south entrance of Madras. (This portion to be done by State forces.)

A print of the hard-copy I brought to Salem is being made by the Construction Division and the original will be delivered to Mr. Stratton in The Dalles on Monday, September 14, by Mr. George Wills.

An agreement is being prepared by this office for presentation to the City of Madras.

D. N. Harwell

D. N. Harwell, Office Engineer
County and City Division

DNH:eb
Encls.

cc: R. L. Porter
L. P. Shaw
F. D. Morgan

4th - 5th St. Connection

		Quantity	Unit Price	Amount
Clearing & Grubbing	All Spec			1000.00
Ditch Excavation Unclass.	Cu. yd. 15		3.50	56.00
Trench Exc. Unclass.	" " 3		3.50	14.00
Gen'l Exc. Unclass	" 400		1.50	600.00
Finishing Rdbd & Slopes	M.L. 0.22		1000.00	220.00
12 Culvert Pipe	Lin Ft 60		4.00	240.00
1½ Electrical Conduit	Lin Ft 80		1.50	120.00
Concrete Inlet Type "G"	Each 2		150.00	300.00
Concrete Curbs Type A	cu yd 35		70.00	2,425.00
Course Crushed Rock in Base	Cu yd 370		4.00	1,480.00
3/4-0 Material in Base	cu yd 100		2.50	250.00
Sprinkling	M Gals 155		4.00	620.00
Preparation of Base	M Lin Ft 0.22		1000.00	220.00
R.C. 250 Asphalt	Ton 3		70.00	210.00
3/4 Mat'l in Binder	cu. yd. 12		6.00	72.00
Asphaltic Concrete in Place	Ton 850		10.50	8,925.00
Extra for Paving Approaches	Each 8		40.00	320.00
	Total			19,972.00
Flagging				300.00
Temporary Signs				200.00
Signing & Lighting				1,300.00
Adjust Utilities (Move Fire Hydrant)				600.00
	Total			19,972.00
Engineering and Contingencies 20%				3,394.00
				23,366.00
Bridge				40,950.00
	Total			64,316.00

R/W

Original R/W 93,000 + 50,000 = 143,000

OREGON STATE

MAINTENANCE YARDS

17

16

15

Exist. R/

11

10

50'

Type A Curb & Gutter in place

Exist The Dalles California Hi

Edge of Traveled Lane

2245.34

22492

Fire Plug

22457

Sign

Curb

Curb

52

42.8

Water Meter

Conc. Apron

Gas Pumps

Propane Sign

Mobil

Filler Pipe 4x3 Elev 224.509

Filler Pipe 4x3 Elev 2244.76

STAFA OIL INC.

35

Asphalt

Ditch

J.B. & Marie Sturgill

30-12-258

SHELL Ser. Sta.

Guard Rail

Trailer House Shed

2242.2

J.B. & Marie Sturgill

C.R.

2241.5

2240

10' Easement

S 0° 31' W

Fd. 1/2" I.R.

N. 355.375.34

E. 1.836.184.32

Fd. 1/2" I.R.

N. 355.290.30

E. 1.836.18.45

20

Const. Type "C" Curb

2235.5

10' Easement

Block Wall

Meter

Fence

1 St.

2238.4

5.000

WILLOW

NORTH

FOURTH

STREET

PINE

MOTTIM

CREEK

CONROY

6

5

4

1 Story Block

1 Story Block

Jefferson County Co-Op 33-708

Jefferson County Co-Op 32-459

Jefferson County Co-Op 34-166

Buried T.V. cable

Alley Vacated

4' Conc. Curb & Gutter in place

Fd. R.R. Spike
N 354,045.65
E 1,030,439.52

2240

RECEIVED
SEP 4 - 1964
FOR FILING

Salem, Oregon
September 3, 1964

Mr. Forrest Cooper
State Highway Engineer

This is in regard to your letter of August 13 dealing with a Madras one-way couplet and the Hargis property.

A study has indicated that a better traffic pattern than that originally considered can be developed by placing the common point of the north and southbound legs of the couplet just north of Willow Creek on Fifth Street. This would permit traffic, which now has an area of conflict at the junction of Highways 4 and 53, to settle its minor disputes before making the move into the couplet. If the southbound leg of the couplet were to be introduced into the forgoing intersection, it would be almost impossible to provide a reasonably smooth traffic movement in any direction.

The new proposal has the advantage of not conflicting with the Hargis property at its Fourth Street frontage and possibly not conflicting on the Fifth Street frontage.

Field work is now being done to determine effects of the diagonal. The City reaction to this pattern and its willingness to acquire right of way for it will be taken up at the City's next Council meeting.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

RECEIVED
AUG 26 1964
FOR FILING

Cross Referenced To:
Adm
Petitions
Jefferson

August 26, 1964

Oregon State Highway Commission

Gentlemen:

On the August 27 Commission meeting agenda will be the following three items that I recommend be added to the current state construction program.

1. One-way Couplet in Madras, Jefferson County: This project will improve one block of Pine Street from Fifth Street (The Dalles-California Highway) to Fourth Street, and also will improve and extend Fourth Street from Pine Street on the north to its intersection with The Dalles-California Highway a short distance south of the southerly city limits. The improved street will carry southbound traffic. Northbound traffic will be routed on Fifth Street. It is estimated this work will cost $15,000. The improvement of Pine Street may be a temporary measure, as the City has expressed a desire that Fourth Street ultimately be extended north from Pine Street to a connection at the junction of the Warm Springs and The Dalles-California Highways. It is estimated that if this extension is made, its cost will be approximately $150,000 at present price levels. The City has indicated its willingness to cooperate by obtaining necessary right-of-way within its boundaries.

2. Construct a viewpoint on the Crater Lake Highway in Jackson County: This project includes grading and paving a realignment of the present highway from Milepoint 56.05 to Milepoint 56.39, near Union Creek. In addition to improving existing alignment, this work will provide a viewpoint at a

scenic location. This has been verbally approved by Mr. Jackson.

3. Widen shoulders on the Lakeview-California Line Section of the Fremont Highway in Lake County: This project will bring to a reasonable standard most of the Lakeview-California Line Section. Shoulders will be widened and paved to a 32-foot cross section except for a one-mile unit which includes a major realignment and should be done as a grading and paving contract. The present proposal which is only for shoulder widening and paving is estimated to cost $50,000. A survey to determine cost of the one-mile contrast section has not been completed nor has its cost been determined.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison

LPS:hlb bbc

RECEIVED
AUG 2 8 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 24, 1964

08-35.4-DA

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Location Prospectus, dated June 5, 1964
Oregon Project F-81

In reference to the captioned location prospectus entitled "Fourth Street Extension (Madras) Section, The Dalles-California Highway", we have reviewed this document and are in agreement with your proposals.

original to Morgan
8-27-64

NOTED
LLOYD P. SHAW

RECEIVED
AUG 25 1964
OFFICE OF
STATE HIGHWAY ENGINEER

FORM H-20 BOM 12-63 84670

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 13, 1964

SUBJECT:

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

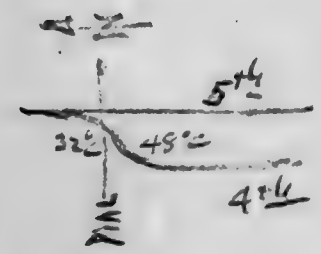
O F F I C E

Mrs. Leona Hargis of Madras, telephone number 475-3618, called me this date and wanted to come in to talk about her store building which is located just northerly of Willow Creek where we anticipate future construction involved in the one-way street system in Madras.

I told her that I did not believe anything would be gained by her coming in and told her that someone would see her to give her the answers. She has plans to proceed with the enlargement of her building, which I am told will interfere with our needed right-of-way for the extension northerly of the one-way grid.

Will you please take on the assignment of straightening this matter out for me and give me a report.

Forrest Cooper
Forrest Cooper
State Highway Engineer



FC:ms
cc R. L. Porter
Victor D. Wolfe

8-25 It now seems that a revision can be made to miss Hargis.

8/26 Gave order to Barbey verbally to prepare to option property needed thereon.
8/27 Letter confirming verbal order

RECEIVED
AUG 3 1 1964

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
August 7, 1964

SUBJECT: One Way Couplet
City of Madras

To:

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon

Herewith State Force Order in the amount of $15,000 to cover construction, by State Forces, of a temporary one-way couplet, using Pine and Fourth Streets, in Madras.

Dean Swift

DEAN SWIFT
Division Engineer

DS:me
Encl.
cc: Mr. E. S. Hunter
Mr. H. S. Cox

RECEIVED
AUG 14 1964
OFFICE ENGINEERING
DIVISION

CONSTRUCTION DIVISION
AUG 20 1964

original copy To Decker with attach.
8-31-64

NOTED
LLOYD P. SHAW

RECEIVED
JUL 31 1964
FOR FILING

Cross Referenced To:
Adm
Veterans
Jefferson

MEMO TO FILES
7/27/64

ONE-WAY COUPLET
4th & 5th STREETS
THE DALLES-CALIFORNIA HIGHWAY
CITY OF MADRAS

On Tuesday, July 21, I attended the Madras City Council meeting to discuss the above proposed project. Also present were Mr. Dean Swift, Division IV Engineer, the entire Council, and about 25 to 35 spectators.

This meeting was a follow-up of the July 10 meeting held with the Council to further discuss and consider City's position regarding the project.

Action taken by City Council is as follows:

(1) Approved the one-way grid (temporary) using 5th, Pine, and 4th Streets as southbound and 5th Street as northbound, providing construction on a permanent routing be undertaken within the next two or three years by State and City.

(2) City will provide right-of-way at intersections of 4th and Pine and 5th and Pine to alleviate the sharp right angles.

(3) City would participate with State on a 75%-25% project for future construction or City could acquire right-of-way between north city limits and Willow Creek and State acquire northerly of north city limits to junction of Highways 26 and 97.

City was informed that the proposed temporary project would include the extension and reconstruction of South 4th from J Street to an intersection with 5th and K Streets, and also closure of Adams Drive along with reconstruction of I and J Streets so as to intersect with 5th Street and to provide safer approaches to the through highway route.

NOTED
FORREST COOPER

Mr. Swift gave a tentative estimate of the temporary routing of approximately $20,000 and an estimate of about $150,000 for the permanent construction extending North 4th Street, including right-of-way and structure. He further pointed out that the Pine Street Connection, as approved by City, would be constructed by State forces. Front office has concurred in this.

Work has been tentatively scheduled for sometime around the first of October, depending on City-State negotiations.

Attached as part of this memo are newspaper articles regarding the two meetings held with Madras City Council.

Don Harwell

Don Harwell, Office Engineer
County and City Division

RECEIVED
JUL 29 1964
OFFICE OF
STATE HIGHWAY ENGINEER

DNH:==
Att.
cc: Forrest Cooper, R. L. Porter, L. P. Shaw,
F. D. Morgan, Dean Swift, Victor Wolfe

RECEIVED
JUL 28 1964
ENGINEER
COUNTY & CITY DIVISION

1. ~~The recessed meeting of July~~ 14, 1964 was called to order July 21, 1964 at 8:00 P.M.

2. Present were: Mayor Hatfield, Councilmen Joseph, Eakin, Bryan, Slavens, Howe, Elder, Recorder Miller, Fire Chief Foster.

3. Visitors present: Gayle Steele, Everett Hamilton, Joe Palin, Jack Donnelly, Mike Gerke, Colin Dawson, N. A. McKimens, Jim Stewart, Dr. T. J. Hicks, James Easter and wife, Louis Kinkade, Harley Weber, George West, Harold Hill, Allen Kendall, Ted Moan, Margaret Hannon, Morris Priday, Paul Rowan, Paul Dwigans, Adrian Smith, and Richard Conroy.

4. Don Harwell and Dean Swift were present from the State Highway Department to further explain the one-way grid system in Madras. Mr. Swift, ~~District~~ Division Engineer for the State Highway Commission, displayed maps and cost data for the temporary one-way grid and also the permanent one-way system. The total cost of the temporary plan was $20,000.00 and the cost of the final plan was $150,000.00. It was also noted the City would have to purchase any right of way needed for the one-way grid system.

5. Everett Hamilton, representing a Committee of interested citizens, presented a petition opposing a temporary one-way grid system containing approximately 107 signatures.

6. A letter from the City of Madras Planning Commission was read to the Council by Mayor Hatfield concerning the one-way grid system. The Planning Commission recommended the Council give a favorable vote to the temporary one-way grid.

7. After a lengthy discussion on this matter, Councilman Eakin moved the Council accept the temporary one-way grid offered by the State Highway Department with a provision to complete the permanent grid within two years and no more than three years. Councilman Elder seconded the motion and it carried with all present voting Aye.

8. Councilman Eakin moved the City look into the possibility of acquiring the property through 4th Street and a regulation width Street on Oak Street. Councilwoman Slavens seconded the motion and it carried with all present voting Aye.

9. Councilman Howe read a letter from Madras Produce Co. requesting a two-year lease with option to purchase lots 9through 16 inclusive in Block 17 on the City of Madras Industrial Site. Councilman Howe moved the lease with option to purchase the above lots and the lease price be $60.00 per year. Councilman Bryan seconded the motion and it carried with all present voting Aye.

10. Councilman Howe read a letter from Jefferson Plywood Co. asking for a one-year

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10. Councilman Howe read a letter from Jefferson Plywood Co. asking for a one-year lease on lots 6 through 12 inclusive in Block 12 and all of Block 11 for storing logs. Councilwoman Slavens moved this lease be granted for one year at a price of $60.00. Councilman Howe seconded the motion and it carried with all present voting Aye.

One-Way Grid Plan Okehed by Council

Madras Pioneer 7-23-64

A one-way grid system for the state highway through Madras in the near future seemed assured this week when the Madras city council agreed to a temporary connection at the north end of the Fourth and Fifth street grid and pledged itself to push for right-of-way acquisition for the permanent connection of the grid near the junction of highways 97 and 26 at the north end of town.

The council by unanimous vote Tuesday night passed a motion by Councilman Millard Eakin, seconded by Councilman Joe Elder, that the council approve the temporary connection with the provision that the council work toward development of the permanent route within two or three years.

Council approval of the temporary plan came after Dean Swift, of the state highway office in Bend and Don Harwell, of the highway commission's county-city division, Salem, answered questions concerning the two routes, the state's plan for the area and after a number of citizens expressed opinions pro and con on the one-way proposal and the temporary versus permanent proposal.

Action came after some 90 minutes of discussions and presentation to the council of petitions signed by some 105 persons asking the council reject the temporary plan and delay institution of the one-way grid.

Decision of the council follows the action taken by the city and the chamber as long ago as 1956 asking the state to institute a one-way grid system to relieve traffic pressures on fifth street. After moving that the grid system be adopted, Councilman Eakin, described the grid as a move in the right direction in terms of traffic movement, safety and the development of Fourth street.

Cost to the city for the temporary plan is negligible, it was revealed at the meeting. The city is expected to provide right-of-way on the corners of Fifth and Pine and Fourth and Pine to permit a wider turning radius and to do the required curb work. The state will provide the rest of the funds for bringing Fourth street up to specifications and making the connections of the grid system. It was reported at the meeting that the required right-of-way would be obtained through an exchange of property between the city and the Jefferson Co-op. Cost of the temporary route to the state was pegged at about $20,000 of which only $2000 would be util-

(Continued on page 7)

"The Pioneer" — 7-23-64

City Council Gives 1-Way Grid Okeh

(Continued from page 1)

ized in the Pine street connection that would be by-passed by the permanent route.

Cost of the permanent route was pegged at about $150,000 which would include $36,000 for a new bridge across Willow Creek and an estimated $50,000 for right of way acquisition.

Highway department spokesmen indicated that the state would be willing to go ahead with the permanent plan when the city could see its way clear to provide either right of way for the permanent route or go on a cooperative project with the state, probably a 25 per cent, 75 per cent state contract.

Work This Fall

It was indicated by the highway spokesmen that work on the temporary grid system could get underway by early fall.

Plans call for north bound traffic on Fifth street and south bound traffic on Fourth street. The present connection of Adams Drive and Fifth street at the south end of town would be closed and replaced by openings on I and J streets providing right angle intersections instead of the present slanting entry onto the highway from the south.

The meeting opened with an explanation of the state's plans and history of the project by the two state highway representatives.

In answer to a question of Councilman Joe Joseph, Harwell said how long it would take before the permanent plan could be put into effect was not definite but if the temporary development was approved it would probably be at least two years before the permanent plan could go into effect.

Questions Answered

Some 90 minutes of questions and comments followed the opening remark and included:

Is state anxious to put in temporary route or is state willing to wait? State is willing to wait but understood city was anxious.

Why hurry, most people don't want it right away. Traffic problem is here now. Needs immediate solution.

Is there a plan for by pass? Harwell, not to his knowledge. Swift: Madras would be hard to by-pass. Harwell, interstate projects require by-pass but this is not such a project.

Do you encourage going right past high school. Harwell, is done elsewhere.

A number of comments were made concerning need from traffice viewpoint. State isn't pushing project from congested view point but Madras is on list of crowded cities. During peak season as much as 8000 cars have passed Fifth and D intersection in 24 hour period. Residents reported the highway is crowded at noon and at Plywood mill shift changes. Others denied enough traffic to warrant immediate action.

Fourth is being used now to heavy extent and would be used more if improved all of the way. Trucks to Culver-Metolius using almost identical route now as if one-way grid was in effect.

After an explanation by Mayor Don Hatfield that the city and chamber are on record favoring the grid, but the question was the temporary route, one of the audience commented: "Seems grid decision is made, state in no hurry, and temporary has hazard with two right angle turns, why not wait.

Waiting for the future could increase costs others pointed out.

Other favorable comments stressed the thought that Madras was becoming a "strip" town. One stretching a lengthy distance over one street whereas the grid would tend to develop the downtown business court. Swift described Madras as the worst in his district in terms of strung out businesses along the highway necessitating longer slow speed zones on the highway designed for higher speeds.

A show of hands showed among the 25 present, more persons favoring the temporary route than opposing.

Petitions Presented

Everett E. Hamilton, acting for those desiring disapproval of the temporary system and delaying the grid program presented petitions he said were signed by some 105 persons.

The petitions read:

"We, the undersigned, being property owners, residents and business men within the City of Madras, do hereby respectfully petition your honorable body to advise the state highway commission of the State of Oregon that a temporary arrangement of one-way streets on Fourth and Fifth streets within the City of Madras, should not be installed at this time for the reason that we do not feel that such temporary plan is immediately necessary and that the same would cause considerable confusions for residents and out of town motorists alike and will have adverse affect upon the existing business establishments within the City of Madras. That such arrangement should be left until the state highway commission of the State of Oregon feels that the permanent installation of this nature is necessary, which would give the existing businesses within the city boundaries sufficient time within which to make such arrangements as may be necessary to meet the new traffic problem."

City officials read the petitions and noted that a number of the signers were not residents of the city or property holders within the city.

 7-23-64

The Madras Pioneer

SERVING ALL OF JEFFERSON COUNTY

Oregon 1964 NEWSPAPER PUBLISHERS ASSOCIATION

NATIONAL EDITORIAL ASSOCIATION 1964

Published every Thursday at Madras, in Jefferson County, Oregon.
Telephone: Madras 475-2275

William C. Robinson, Editor and Publisher

The Madras Pioneer assumes no financial responsibility for errors in advertisements. It will, however, reprint without charge or cancel the charge for that portion of an advertisement which is in error if The Pioneer is at fault.

Entered as second-class matter August 20, 1904, in the post office at Madras, Oregon, under the Act of Congress of March 3, 1879.

Rate—$4.00 a year in advance in Jefferson County, $5.00 elsewhere.

The One-Way Grid

The city council of Madras Tuesday evening moved to accept a temporary plan for establishing a one-way traffic grid on Fourth and Fifth streets . . . but they did it in such a way that it should satisfy critics of the plan (including The Pioneer, who had feared that the temporary solution would in fact forestall a permanent solution.

The action of the council included provisions which have the effect of committing the city and the state highway department to carrying out a permanent method of routing southbound traffic onto Fourth street in the reasonably near future.

In opposing the temporary solution, which calls for routing southbound traffic west from Fifth street on Pine street to Fourth street, thence south on Fourth street, The Pioneer was not finding fault with the one-way grid. On the contrary, The Pioneer has long felt that this development is inevitable and, in the interest of solidifying the core area of the city, desirable. The objection was that the temporary plan might leave Madras just that way . . . with the permanent plan of routing pushed ever further into the future. Our first idea was that it would have been better to endure the present difficulty a little while longer, if necessary, to get the benefit of the permanent solution at as early a time as the state highway department could bring it about.

The action of the council making a commitment for the permanent plan has the effect of insuring that the temporary solution will indeed be only temporary.

MADRAS
The Pioneer
7-16-64

City Council Hears One-Way Grid Talk

Heated discussion concerning the merits of a one-way grid highway system through Madras highlighted the regular meeting of the city council Tuesday night when the council discussed a state highway commission proposal for a "temporary" plan to get the grid system underway soon.

Despite the statement by Mayor Don Hatfield, in his opening remarks, that the decision to be discussed was not one of whether or not the grid system should be established, but rather one of whether or not the temporary plan should be accepted, discussion from the audience of about 25 people fell basically into an argument of the merits of a one-way highway grid.

The council delayed a decision on the state proposal for a week in order to gain additional time for "more information." The council is scheduled to meet again next Tuesday night, July 21, to make a decision.

In his opening statement, the mayor explained that last week the state highway representative from Bend discussed the one way system which would put north bound traffic on fifth street and south bound traffic on Fourth street. He offered the city a temporary alternate plan to the original permanent plan due to lack of money to do the entire job.

The temporary plan would involve an improved connection to fifth street near the south end of Fourth street and would come out on the present highway near McKimen's Texaco Service station at the south end of town.

The permanent plan, for which funds are currently lacking, would involve taking south bound traffic off Fifth street near the Willow Creek bridge. The temporary route would involve rounding of corners on Pine street at its juncture with Fifth street and again at Fourth street. It would involve acquisition of some property from the Jefferson County Co-op.

It was explained by the mayor that the state would do the job of paving and filling with no expense to the city. No time for construction of the permanent system which would move the grid connection to Fifth street further north near the Hargis building

(Continued on page 4)

C of C Meet Eyes State Traffic Plan

The question, Mayor Don Hatfield told the jampacked meeting, was not whether Madras should have a one-way traffic grid on Fourth and Fifth streets but rather whether the city administration should accept the state highway department's alternate proposal instead of the previously surveyed plan for routing southbound traffic into Fourth Street.

The meeting was a session of the board of directors of the Madras-Jefferson County Chamber of Commerce Monday noon in the Chuck Wagon room. A hasty call-up of Chamber members brought a near record turnout. Nearly seventy persons jammed the room.

Mayor Hatfield, invited to take the floor by Chamber President Vic Bacon, told the group that state highway officials from Bend had conferred late last weeek with city officials, proposing that a temporary method of routing southbound traffic onto Fourth street be employed. The proposal was that southbound traffic should be turned off Fifth street on Pine street (just south of the bridge over Willow Creek), moving west one block and turning south on Fourth Street.

The previously surveyed plan called for a new route which would take off from the wye at the north end of the city, pass to the west side of existing structures, and lead into the north end of Fourth Street. This plan would require a new bridge over Willow Creek at the north end of Fourth Street.

Mayor Hatfield explained that the city ocuncil, with the support of petitions presented by the Chamber, had earlier gone on record as favoring a one-way grid on Fourth and Fifth Streets. Although the mayor did not include it in his remarks, the state highway department had provided the city with funds for the improvement of Fourth Street so that it would be suitable as a route for through traffic.

On a call for a show of hands on the choice of the original plan versus the alternate plan, Chamber President Vic Bacon found that Chamber members favored

One Way One Item

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The temporary plan would involve an improved connection to fifth street near the south end of Fourth street and would come out on the present highway near McKimen's Texaco Service station at the south end of town.

The permanent plan, for which funds are currently lacking, would involve taking south bound traffic off Fifth street near the Willow Creek bridge. The temporary route would involve rounding of corners on Pine street at its juncture with Fifth street and again at Fourth street. It would involve acquisition of some property from the Jefferson County Co-op.

It was explained by the mayor that the state would do the job of paving and filling with no expense to the city. No time for construction of the permanent system which would move the grid connection to Fifth street further north near the Hargis building

(Continued on page 4)

C of C Meet Eyes State Traffic Plan

The question, Mayor Don Hatfield told the jampacked meeting, was not whether Madras should have a one-way traffic grid on Fourth and Fifth streets but rather whether the city administration should accept the state highway department's alternate proposal instead of the previously surveyed plan for routing southbound traffic into Fourth Street.

The meeting was a session of the board of directors of the Madras-Jefferson County Chamber of Commerce Monday noon in the Chuck Wagon room. A hasty call-up of Chamber members brought a near record turnout. Nearly seventy persons jammed the room.

Mayor Hatfield, invited to take the floor by Chamber President Vic Bacon, told the group that state highway officials from Bend had conferred late last week with city officials, proposing that a temporary method of routing southbound traffic onto Fourth street be employed. The proposal was that southbound traffic should be turned off Fifth street on Pine street (just south of the bridge over Willow Creek), moving west one block and turning south on Fourth Street.

The previously surveyed plan called for a new route which would take off from the wye at the north end of the city, pass to the west side of existing structures, and lead into the north end of Fourth Street. This plan would require a new bridge over Willow Creek at the north end of Fourth Street.

Mayor Hatfield explained that the city ocuncil, with the support of petitions presented by the Chamber, had earlier gone on record as favoring a one-way grid on Fourth and Fifth Streets. Although the mayor did not include it in his remarks, the state highway department had provided the city with funds for the improvement of Fourth Street so that it would be suitable as a route for through traffic.

On a call for a show of hands on the choice of the original plan versus the alternate plan, Chamber President Vic Bacon found that Chamber members favored the original plan. Chamber members who attended computed the margin in favor of the original plan variously, ranging from two-to-one to five-to-one.

(See also the story on the city council meeting Tuesday evening)

MADRAS
The Pioneer
7-16-64

1-Way Highway Plan Brings Talk

(Continued from page 1)

was given by the state.

At a meeting Monday of the Chamber, the sentiment there was to oppose the temporary plan, Hatfield told the audience. (See adjoining story concerning the chamber meeting).

Among those commenting on the value or advisability of the grid system with excerpts from their remarks were:

Jack Kramer, owner of the Nugget Cafe: What was opinion of the chamber. Hatfield explained that the chamber vote was not on the grid system but rather the temporary plan. The chamber, he said was already on record favoring the grid for the city.

Louis Krebs, owner of K&R Market on Fourth Street: Asked details on where the temporary route would be located.

Kramer: Asked did the City petition.

George West, owner of the Juniper Motel at north end of town: Why were petitions started? Most of those pushing for the system had property on Fourth street. We don't need a one-way system.

N. A. McKimens, owner of McKimens Texaco at south end of proposed grid: Several years ago the program started by chamber and city (date was later fixed from city minutes as 1956). If Madras can't make up its mind, the state will dictate.

West: Congestion around the school is factor against using Fourth street as a grid.

Hatfield reiterated early statement that the grid issue was not what was basically at stake. The city and chamber had been on record favoring a grid for some time.

Vic Bacon, President of the Chamber: About 68 people present at the Monday meeting. Vote of that group, not all chamber members, was one of expression of sentiment. It was not chamber action or not a vote of the chamber.

Paul Rowan, Madras TV and appliance dealer and past president of the chamber: Vote was against temporary proposed route not against one-way program.

Len Conroy, Madras Main Street Garage: For good of the city one-way grid is advisable.

Hatfield: There is some feeling that unless one way grid is adopted, the state might by-pass the community completely. Sure that grid will come sooner or later.

Conroy: Some cities have put up money for similar highway grids, state will do all on this job. If not approved highway officials could assume city is not interested.

West: Highway commission has said before no hurry for Madras: Now a few of the Fourth streeters have sped process up.

McKimmens: We are only bottleneck on highway.

West: We are not bottleneck.

Kramer: Go to a town the size of Madras that is bypassed. If businesses are block away, drop in business would be lost.

McKimmens: State would maintain both Fourth and Fifth street which would be of benefit to city. Redmond, which has one-way grid hasn't suffered; Bend which was by-passed has.

George Hamilton, City Center Motel owner: As motel owner, grid won't hurt him much. Has made study of travel situation and cited statistics of Motel and Restaurant Association which indicate that 28 people brought into Madras for overnight, each night would equal a $100,000 payroll per pear. Has heard compliments about Fifth street from tourists. Why stick them through "junkiest" part of town. Have lived in three towns that have gone one-way grid, all have been hurt. Let's wait and see if we have too much traffic in future. Grid will hurt everyone on Fifth.

West: What's the hurry.

Harold Hill, manager of Erickson's Super Market: Early this year traffic count was recorded at 8000 cars per day.

McKimmens: Is Madras congested area in state's eyes. Hatfield answered yes.

Kramer: Take off parking meters. Make four lane out of Fifth.

Mike Gerke, owner of Gerke's Furniture; Not a question of one-way but rather one of taking temporary plan.

West: Not the state that wants it but the City Dads.

Hamilton: Eventually a freeway around Madras anyway. Lets not push ourselves now.

Bud Funk, Texaco Service station operator: What is pushing now? Hatfield replied state offered to scrape up money for temporary plan resulting from petitions presented in the past.

Sumner Rodriguez, city attorney: Chamber of Commerce put out petitions which were presented to the city. Close to 200 signers.

Hatfield: Should look first at traffic needs in city, not business.

Kramer: Businessmen are community. Council should look after business interests.

Margaret Hannon, Women's Wear Shop proprietor: Would help develop Fourth street.

Morris Priday, Bend-Portland Trucking Company: Here to discuss alternate plan not need. Would help keep downtown area centralized and help prevent complete by-passing. In answer to question from Councilman Joe Joseph acknowledge that alternate proposal under consideration would possibly create some traffic hazard for large truck rigs.

Bill Hatfield: Would have signed petition if he had been contacted. Has made living off Fifth street. Reviewed action of about ten years ago in seeking one-way grid system. Said fourth street in origin was little negotiable. Fourth was then opened up and state highway department was contacted. Even then traffic was congested. State's attitude then was to by-pass city but action by chamber and city saved traffic by bringing highway 97 into town. Grid would be good for town.

Conroy: Live here for 43 years, before Fourth street. Fifth street was crowded 18 years ago.

McKimens: Was on council when resolution from city and chamber was circulated eight years ago and sent to highway commission seeking proposed grid. Madras will be by-passed if it tries to "live on one street."

Councilman Joe Joseph: In original resolution, city was willing to go then but lacked funds.

A. P. "Bud" Miller, city recorder: revealed minutes that said first resolution from city and petitions were sent in 1956 and again in August of 1963.

Hill: Hates to see town stretch out but grid presents some problems. Highways haven't been key factor in his business.

Repeatedly residents opposed to the plan asked who circulated petitions and who signed them and why they had not been contacted. It was reported latest petitions had been circulated by a committee of the C of C. Petitions were sent to state highway commission and were not retained here so the signers could be identified.

Other Business

The Madras Pioneer

SERVING ALL OF JEFFERSON COUNTY

Oregon 1964 NEWSPAPER PUBLISHERS ASSOCIATION

NATIONAL EDITORIAL ASSOCIATION 1964 AFFILIATE MEMBER

Published every Thursday at Madras, in Jefferson County, Oregon.
Telephone: Madras 475-2275

William C. Robinson, Editor and Publisher

The Madras Pioneer assumes no financial responsibility for errors in advertisements. It will, however, reprint without charge or cancel the charge for that portion of an advertisement which is in error if The Pioneer is at fault.

Entered as second-class matter August 20, 1904, in the post office at Madras, Oregon, under the Act of Congress of March 3, 1879.

Rate—$4.00 a year in advance in Jefferson County, $5.00 elsewhere.

Stop-Gap Plan

State highway department people conferring with Mayor Don Hatfield and officials of the City of Madras last week indicated that the highway relocation planned for the north end of the city might be modified.

The original plan for rerouting traffic called for cutting a right of way from the present wye over to Fourth Street, which would provide the means for sending southbound traffic down that street when a one-way grid on Fourth and Fifth streets is inaugurated.

The proposal discussed last week would abandon that plan and cut the traffic over from Fifth street to Fourth south of the bridge over Willow Creek.

To our suspicious mind, the reasoning is obvious. The original plan would require a bridge and the acquisition of some land for a right of way from the wye to the north end of Fourth street. The new proposal would require neither.

This would save money, which in itself is a good thing; but we feel certain that the desire to save money here has no purpose other than to permit the highway department to spend more money on the west side of the mountains.

The highway people have said that their alternate proposal could later be scrapped and the routing could be as originally outlined; but we can be reasonably certain that if the stop-gap plan is carried out that will be the end of it for a long time to come.

If the purpose of the highway department is to provide the means of inaugurating a one-way grid on Fourth and Fifth streets, then the routing of southbound traffic over to Fourth street should be done right in the first place.

We hope the city officials refuse to stand for any half measures.

RECEIVED
JUL 17 1964
FOR FILING

MEMO TO FILES
7/14/64

RE: One-way Couplet
4th and 5th Streets
City of Madras

On Thursday July 9, the writer was contacted via phone in Klamath Falls regarding above subject. It was requested by Mr. L. P. Shaw and concurred in by Mr. R. L. Porter that the city of Madras be contacted requesting the city to make purchase or negotiations with private individuals for right-of-way at the northwest corner of the intersection of Pine and 5th Streets and at the southeast corner of the intersection of Pine and 4th Streets. Also it was requested for City to provide for acquisition of right-of-way southerly on 4th Street between J and K Streets.

Enroute to Madras, the writer stopped at Div. IV office in Bend to re-evaluate the situation and confer with division personnel. I obtained maps, letters, and other pertinent data relating to this proposed project and contacted Mr. J. F. Putnam in The Dalles via phone and discussed the matter with him. He advised that he and Mr. Stratton, Resident Engineer, had discussed this project prior to my call and that the radius of curves at the Pine Street intersection could be cut to a 55' radius and still provide for large trucks. The distance from south edge of Willow Creek structure to curbing is approximately 25'.

I then called Mr. A. P. (Bud) Miller, City Sup't., Madras, and made an appointment for a meeting at 1:30 p.m. with him, the mayor, and council regarding this matter.

At 1:30 p.m. on July 10, I met with the City of Madras, related our request regarding right-of-way, our position in constructing or reconstructing 4th Street and Pine Street as a portion of the couplet. The question was raised as to how long would it be before they could expect the State to revise the couplet so as to connect at the intersection of US 26 and US 97. They were told this would be a matter for the Staff to consider but I was sure that money and schedule permitting it would be considered in our program.

The City called in the manager of the Pacific Cooperative, owners on either side of Pine Street in this area, and he said he would recommend to the Board of Controllers that they deed or exchange this property needed for easing of the curves on the couplet for a vacation of a street elsewhere crossing the Coop's property. (This I am sure the City will go for as stated to me later.)

NOTED
LLOYD P. SHAW

MO, July 14, 1964
RE: One-way Couplet, City of Madras

Regarding the extension of 4th Street southerly between J and K Streets, this is presently a Jefferson County Road and could be graded and filled to match the existing grade of 4th Street and existing The Dalles-California Highway (Note that westerly of and adjacent to this portion of roadway there is a business, Cactus Inn Cafe, which would be damaged by the revision of grade).

The City further asked if the State could or would alleviate the problem with the existing Adams Drive connection to existing Highway 97 at its intersection near I Street. I advised that this would be looked into and if not overly costly, it might be considered as part of the project, and that concurrence of Staff would have to be obtained. The City pointed out that all abutting owners, County, and City were in agreement as to closing Adams at this point of intersection with Highway 97 and that access could be provided by any of the cross streets in this vicinity.

Upon my return to Salem I reported to Mr. R. L. Porter on this subject and he said that Mr. Cooper thought we could utilize the Pine Street connection without additional property - he asked that we do nothing more until he has conferred with Cooper.

At 10 a.m. on July 15, Bud Miller, City Sup't., called and related that the City Council met on this matter on Monday and Tuesday evenings, July 13 and July 14, and they are a little puzzled as to how long they would have to use this pattern as a couplet rather than the extension of 4th Street across Willow Creek thence northerly to the intersection of US 97 and US 26. Miller also said that Mayor Hatfield had conferred with Mr. Cooper previously on this matter and, if at all possible, would like to obtain an estimate of cost of construction for the extension northerly.

There is a meeting of the City Council set for Tuesday, July 21, and Mr. Miller would like for the writer and Mr. Putnam of Division IV to attend if at all possible to help answer the Council's queries.

Don Harwell

Don Harwell, Office Engineer
County and City Division

Plan I = 50 ± 60,000
Plan II = 100 ± 160,000

DNH:mm

cc: Forrest Cooper
R. L. Porter
L. P. Shaw (routed)
F. D. Morgan
W. T. Wright
J. F. Putnam
V. D. Wolfe

7/16/64 2:15 PM
NOTE: Talked with R.L. Porter this date, he says okay to approach Cdn. 7-21 re: City get RW north of Pine St., State would construct, otherwise nothing definite as to programming other than exist. proposal of one way Pine St. as southbound coupled. State would go along with Odoms as part of project. Don

NOTED
H. S. COX

NOTED
JOHN D. GRAHAM

NOTED
R. H. PRANGE

MEMO TO FILES
August 20, 1963

NOTED
DON HARWELL

NOTED

File →

The Dalles-California Highway at Adams Drive
City of Madras, Jefferson County

At the south city limits of Madras, The Dalles-California Highway comes tangent to Adams Drive in a long one degree curve resulting in an undesirable intersection which will eventually require correction.

Easterly of Adams Drive a subdivision is being developed whose residents use Adams Drive for their access road. The westerly side of The Dalles-California Highway is being developed for commercial use and the resulting cross traffic will eventually become dangerous. This matter has been brought to the attention of the traffic division and a copy of the reply to Madras is attached.

The city attorney (Mr. Rodriquez) has indicated the willingness of the city to cooperate in any logical solution but he appeared to lean heavily toward a couplet through town.

It will be noted from the attached maps that the state owns some parcels of right-of-way through this area which are excess to our needs. Division is not in favor of selling these parcels because (1) We may need them for future realignment or channelization, and (2) The parcels have commercial potential which would increase the existing hazard.

Any venture undertaken through this intersection will require cooperation of Madras and Jefferson County due to the position of the city limits, i.e., down the middle of the streets.

R. M. Allison
County & City Field Engineer

NOTED
R. H. PRANGE

RMA:mm

cc: Lloyd Shaw

NOTED

NOTED
ASST.

8/23/63: Jco Dist 2 - Madras
Sec. Proj.

H. 2. COX
NOTED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

January 2, 1962

Mr. A. P. Miller
City Administrator
Madras City Hall
Madras, Oregon

Dear Mr. Miller:

A representative from the Traffic Engineer Division contacted you and other Madras city officials concerning a number of traffic problems in the city of Madras. One of the items discussed was the intersection of Adams Drive and The Dalles-California Highway, near the south city limits of Madras.

Adams Drive intersects The Dalles-California Highway near "H" Street at a very flat angle. This results in a hazardous slashing movement for southbound traffic on the highway making a left turn onto Adams Drive. During the contact, the feasibility of reconstructing this intersection was discussed. If Adams Drive was closed at its entrance to U.S. 97 and access to the highway provided at "J" Street, it is felt that safer traffic operations would be obtained. If the City of Madras desires to proceed with this work, it is anticipated that they would close that section of Adams Street between "H" and "I" Streets.

The 1960 Average Daily Traffic on The Dalles-California Highway in this area was 5,000 vehicles. There were no traffic volume data available on Adams Drive, but it is presumed that it is relatively light. During the period from January 1, 1956 through September 30, 1961, there was only one accident reported at the intersection of U.S. 97 and Adams Drive. This was a parking-type accident that resulted in property damage only.

The Highway Department would not be able to assist the City of Madras financially in reconstructing this intersection, but would be able to assist you to the extent of

NOTED
L. E. GEORGI

NOTED
F. R. CRANDALL

NOTED
PLANNING SURVEY
ENGR.

NOTED
TRAFFIC CONTROL
ENGR.

NOTED
ASST TR - ENGR.

preparing a plan showing our recommendations for re-design of the connection. If the City of Madras desires to proceed with re-design of this intersection, please inform this office and we will proceed with preparation of a plan.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

FBC/ftm/am

cc Forrest Cooper
G. S. Paxson
F. B. Crandall
Dean Swift

RECEIVED
JAN 2 - 1962
TRAFFIC ENGINEERING

Subdivision development

Grace M. Jackson
V. 6 p. 254

Wm. H. Hannon - ½ Intr
V. 11 p. 526
Addie L. Hannon - ½ Intr.
V. 11 p. 525

Ho.

C/T

33+87.80

Deed - RW 6462

5th St.

Deed - RW 5579
1 - 15 sq. ft.

Deed R.W.-5211
Parcel-2

Deed RW 7003

Deed R.W.-5211
Parcel-3

Addie Hannon V9p.198

Hazel Truit V.8p.17

Ray L. Jackson V.8p45

W.E. Johnson V.6p 46, 47, 48

Mary J. Johnson

Jefferson Co. V.9p.444

Lillian D. Hinton V.3 p.493

Jefferson Co. V.9 p.444

Mary C. V.4

33+06.08

37+57.62

38+17.76

12

11

10

9

8

7

6

5

4

3

2

1

18

17

16

15

14

13

12

11

10

100'

50'

60'

70'

35'

25'

30'

100' Spiral
S - 2°00'
a - 0.25

32+67.90 P.S.

36+67.9 P.S.C.

4th St.

G ST.

I ST.

S 89°52'E True

A D D.

12

11

5B-18-10. Part 1

Adams Drive

CITY LIMITS

Deed R.W.-5211 Parcel-3

Deed-RW 6514

Deed R.W.-5211 Parcel-4

Jefferson Co. V. 9 p. 444

Mary C. Thompson V. 4 p. 468

Jefferson Co. V. 12 p. 167

Deed R.W.-5211 Parcel-6

Deed - RW 6599 Parcel-2

Deed R.W.-5211 Parcel-5

Deed RW 6463 Lester Pummill

Roy Thidman V. 12 P. 123

Deed RW 6305

Deed-RW 6599 Parcel-1

Cornelius B Hysom V. W p. 145

Jefferson Co V. 12 p. 61 11 V 6 p. 620

Cornelius B Hysom V. W p. 145

13

18

14

17

I°C.R.
TA 19°59'
Ts 1209.6

I ST.

J ST.

rt 1

Adams Drive

CITY LIMITS

RW6534
Sold to Pac. Power & Lt. Co.

Deed RW 5211
Parcel-6

Deed - RW 6599
Parcel-2

Deed RW-5211
Parcel-5

Deed RW 6563

Lester Pummill

Roy Thidman
V.2 P.123
Deed RW 6305

Deed-RW 6599
Parcel-1

Cornelius B Hysom
V.W p 145

Jefferson Co.
V.12 p 61 11
V 6 p 620

Cornelius B Hysom
V.W p 145

Pac. Pwr & Lt Co.
V.12 p 46

Richard Trust Co.
V.K p 357
Deed RW 6534

Jefferson Co.
V.9 p 445 & 508
V.10 p 315
V.11 p. 521
V.12 p 167

Deed RW 6536

Parcel No 7
Deed R.W.-5211

Deed R.W. 5211
Parcel-8

1°C.R.
TA 19°59'
Ts 1209.6

J ST.

NORTHWEST

RECEIVED
JUN 8 - 1964
FOR FILING

L 564 C

A

Prefix No. 16-1448

LOCATION PROSPECTUS
FOURTH STREET EXTENSION (MADRAS) SECTION
THE DALLES-CALIFORNIA HIGHWAY
JEFFERSON COUNTY

HIGHWAY: The Dalles-California, State Primary No. 4, Federal-aid Primary No. 4.

TERMINI: The north end is at the junction of the southbound lane of The Dalles-California Highway with the Warm Springs Highway, near the north city limits of Madras. The south end is at the intersection of Fourth Street and Pine Street in Madras immediately south of Willow Creek.

LENGTH: 0.25 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving on the northerly extension of Fourth Street to form a part of a one-way couplet through Madras. Reconnaissance has been completed. Soils investigation will be conducted. Drainage studies will be made where required. An economic analysis is not necessary at this time.

CHARACTERISTICS: Existing ADT 3,200; projected 20-year ADT 5,800. These figures reflect anticipated ADT on Fourth Street.

STANDARDS: This project being within the city and of low design speed will have deviations from State standards.

TYPICAL SECTION: Two 12-foot travel ways with 10-foot parking with curbs on each side to a total width of 44 feet between curbs. A channelized area will be provided at the junction of the Warm Springs Highway.

BRIDGE: A structure will be required to cross Willow Creek. This structure will be designated to match and form continuity with the 44-foot curbed street section.

ACCESS: Direct to pavement, limited as to location, width and unrestricted as to land use.

BASE DESIGN: The tentative design for construction is:

Paving	1-1/2" A.C. Final
	3-1/2" A.C. Immediate
Top Course Base	2 " Level
Bottom Course Base	8 " Crushed Base
Total Depth	15 "

MATERIAL: There is a prospective material source 5.5 miles west of the Warm Springs Highway.

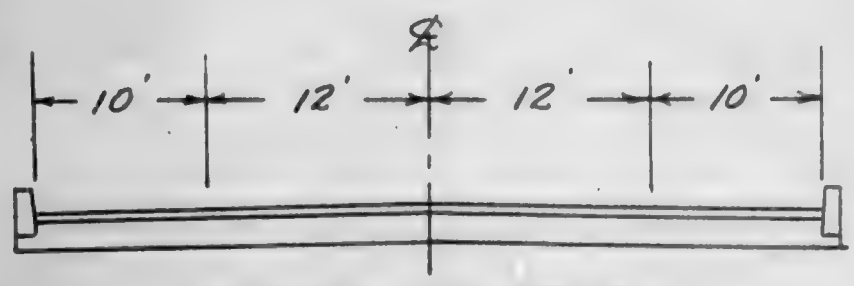
AGREEMENTS: The City of Madras will need to be consulted. Routine utility adjustments.

ADDITIONAL FACILITIES: No railroads.

PARKS: None affected.

June 5, 1964
Attachment
cc: Forrest Cooper
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
Dean Swift (3)
Mark Astrup
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
JUN 5 1964
OFFICE OF
STATE HIGHWAY ENGINEER



TYPICAL SECTION

PROSPECTUS MAP

FOURTH ST. EXTENSION (MADRAS)

THE DALLES - CALIF. HWY.

JEFFERSON COUNTY

Scale 1" = 1600'

1964

RECEIVED
MAY 19 1964
FOR FILING

Salem, Oregon
April 14, 1964

Survey - One-way Couplet
Fourth and Fifth Streets
Madras - Jefferson County

Mr. F. D. Morgan
Construction Engineer
Building

Will you please have a survey made to determine location and costs of a couplet on the subject streets from approximately Cherry Street in the north end of Madras to a point southerly of the creek, possibly B Street. Do not make a survey of the entire street to its junction with the highway near the south city limits.

An estimate dated September 27, 1963, was prepared by Mr. Tebeau and if my memory serves me well, some rather meager field work and an estimate was done five or six years ago on Fourth Street at the Willow Creek crossing. I do not know if the two sources of information mentioned are of any value at this time for survey purposes.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

South End

Paving	$ 7,500
Grading	12,500
	$20,000

North End

Bridge	$ 25,000
Grading	20,000
Paving	15,000
	$ 60,000
Right of Way	20,000
	$100,000

April 14, 1964

RECEIVED
APR 9 1964
FOR

Cross Referenced to:
Adm
Petitions
Jefferson Co

Salem, Oregon
April 8, 1964

Mr. Forrest Cooper
State Highway Engineer

OFFICE

In response to your request to dust off the estimate for the Madras couplet, attached is a reconnaissance report made in the fall of 1963. This estimate contemplates a bridge 40 feet long over Willow Creek.

I believe this contains the information you desire but if anything else is necessary, please let me know.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
attach.

RECEIVED
DEC 17 1963
FOR FILING

Cross Referenced To:
Adm
Petitions
Jefferson Co.

December 17, 1963

The Honorable Kessler R. Cannon
State Representative
1332 Quincy Avenue
Bend, Oregon

Dear Mr. Cannon:

This will acknowledge the material you recently sent relative to a one-way grid system in the city of Madras.

At the City's request, we looked into this suggestion several months ago and enclosed is a copy of our October 18 reply. The matter boils down simply to a problem of finances and to which projects, in the Commission's judgment, should have attention first. Projects of the type requested in Madras are usually done only with city cooperation. Normally, a local government offers to provide, say, 25 percent of the financing and the Highway Commission, 75 percent.

The Highway Commission is at this time studying the next construction program and it appears that it will be adopted almost entirely on the basis of traffic need.

If you need or desire additional information on this or any other highway subject, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

Encl.

cc R. L. Porter
Victor D. Wolfe
Ralph Sipprell

RLP:ms fn

RECEIVED
DEC 17 1963
FOR FILING

RESOLUTION NO. 8-63

IN THE MATTER OF ADOPTING A ONE-WAY GRID WITHIN THE CITY OF MADRAS, OREGON.

WHEREAS, Petitions have been presented to the Common Council of the City of Madras requesting said Council to contact the State Highway Commission relative to making a one-way grid system in the City of Madras, on U. S. Highways Nos. 97 and 26 by making 4th Street a South bound street, and 5th Street a North bound street, and,

WHEREAS, The City Council has considered said Petitions, have investigated the money available for such program and has reports from the street committee of the City of Madras, and,

WHEREAS, the City Council of the City of Madras has determined among other things that it would be in the best interest of the City of Madras to adopt a one-way grid system rather than having the town by-passed.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MADRAS, That said Council does hereby declare its approval of adopting a one-way grid system on U. S. Highway No. 26 and 97 within the City of Madras, by making 5th Street a North bound street and 4th Street a South bound street.

BE IT FURTHER RESOLVED, That the City Council approves the plan primarily for the reason that traffic is becoming heavy within the City of Madras, and it will not be to the best interest of the City of Madras to have the town by-passed by said highways; and that in the planning and zoning the City of Madras it is important that such matters be determined before the adoption of such planning ordinances to assure continuing orderly development of the City.

BE IT FURTHER RESOLVED, That the City of Madras does not have sufficient funds for building a bridge on 4th Street or for acquiring right-of-way and building the North part of 4th Street, and, therefore, said work should be undertaken by the Oregon State Highway Commission.

BE IT FURTHER RESOLVED, That the City of Madras will cooperate with the Oregon State Highway Commission in implementing such plans when the State Highway Commission shall feel such plan is feasible, and said Commission is ready to proceed with the same.

Read and Approved by the City Council this 27th day of August, 1963.

Approved and signed by the Mayor this 27th day of August, 1963.

D. W. Hatfield, Mayor of the City of Madras.

ATTEST:

A. P. Miller, City Recorder for the City of Madras

IN THE MATTER OF ADOPTING A ONE-WAY GRID WITHIN THE CITY OF MADRAS, OREGON.

WHEREAS, Petitions have been presented to the Common Council of the City of Madras requesting said Council to contact the State Highway Commission relative to making a one-way grid system in the City of Madras, on U. S. Highways Nos. 97 and 26 by making 4th Street a South bound street, and 5th Street a North bound street, and,

WHEREAS, The City Council has considered said Petitions, have investigated the money available for such program and has reports from the street committee of the City of Madras, and,

WHEREAS, the City Council of the City of Madras has determined among other things that it would be in the best interest of the City of Madras to adopt a one-way grid system rather than having the town by-passed.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MADRAS, That said Council does hereby declare its approval of adopting a one-way grid system on U. S. Highway No. 26 and 97 within the City of Madras, by making 5th Street a North bound street and 4th Street a South bound street.

BE IT FURTHER RESOLVED, That the City Council approves the plan primarily for the reason that traffic is becoming heavy within the City of Madras, and it will not be to the best interest of the City of Madras to have the town by-passed by said highways; and that in the planning and zoning the City of Madras it is important that such matters be determined before the adoption of such planning ordinances to assure continuing orderly development of the City.

BE IT FURTHER RESOLVED, That the City of Madras does not have sufficient funds for building a bridge on 4th Street or for acquiring right-of-way and building the North part of 4th Street, and, therefore, said work should be undertaken by the Oregon State Highway Commission.

BE IT FURTHER RESOLVED, That the City of Madras will cooperate with the Oregon State Highway Commission in implementing such plans when the State Highway Commission shall feel such plan is feasible, and said Commission is ready to proceed with the same.

Read and Approved by the City Council this 27th day of August, 1963.

Approved and signed by the Mayor this 27th day of August, 1963.

Porter
1-c-sec
E

D. W. Hatfield, Mayor of the City of Madras.

ATTEST:

A. P. Miller, City Recorder for the City of Madras

RECEIVED
DEC 10 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 18 1963
FOR FILING

Cross Referenced To:
[illegible]
[illegible]
[illegible]

October 18, 1963

Hon. D. W. Hatfield
Mayor of the City of Madras
City Hall
Madras, Oregon

Dear Mayor Hatfield:

Further reference is made to your City Council's resolution asking that the Highway Department investigate the feasibility of a [illegible]-way grid system through the city of Madras.

We have, in a preliminary way, looked into this matter and find that a very minimum plan would cost in the neighborhood of $180,000, with an ideal scheme costing about $330,000.

Due to the great number of critical deficiencies that must receive correction in the immediate future, I am unable to make any commitment as to when the project you suggest might be undertaken. Work of this type is normally done only with financial cooperation from the local government, and, if you wish to pursue the subject further, we would be glad to furnish any information available or discuss the matter with you at any convenient time.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
L. P. Shaw
V. D. Wolfe

RLP:ms:er

FORM S-60 REV 5-60 (5907)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1963

To: Mr. F. D. Morgan
Construction Engineer

SUBJECT: Couplet - City of Madras
The Dalles-California Highway
Jefferson County

BUILDING

The estimate for developing a couplet pattern along Fourth and Fifth Streets in the City of Madras is $330,000 - being segregated between the two streets as follows:

	Fourth Street	Fifth Street
Length, miles	1.36	1.34
Grade and Pave	$145,000	$140,000
Structure	25,000	- - - - -
Right of Way	10,000	10,000
Est. Const. Cost	$180,000	$150,000

Both of these streets are curbed, in part, to a 54-foot width having as a wearing course an 0-11 penetration-type pavement; Fifth Street is the present route of U.S. 97 through Madras. Work necessary for developing the couplet would involve (1) the introduction of a 44-foot street section and utilizing the existing pavement through the areas having no curbs (dashed line on attached map) and (2) the placing of a two-inch "half-sole" where the curb sections exist (solid line on attached map). Also involved would be the modification of the existing channelization at the junction of the Warm Springs Highway (U.S. 26) and The Dalles-California Highway (U.S. 97) to provide a transition into the couplet pattern. Right of way costs shown for Fourth Street include possible damage to a commercial building under construction near the north end at Elm Street; right of way costs for Fifth Street reflects possible damage to four

houses on the west side between "F" and "G" Streets because of their proximity to the existing highway fill which will need to be widened to accommodate the street section proposed.

Should circumstances be such that the couplet could not be built to the improvement outlined above, it would be possible to develop the couplet by improving Fourth Street only which would reduce the cost to $180,000. Condition of Fifth Street is satisfactory and any improvement could be deferred; the street could be used in its present state without affecting the efficiency of the couplet.

W. H. Tebeau
Field Reconnaissance Engineer

WHT:fp:bjm

Attachments

R-205 7/23/82

WARM SPRINGS HWY NO 23
CALIFORNIA HWY NO 97
RAILWAY
Canal
Main
Willow
Creek
ELM
OAK
PINE
ASHWOOD
ROAD
HIGHWAY NO 4
JEFFERSON COUNTY FAIRGROUNDS
FAIRGROUNDS
BUFF
LANE
BELMONT
CULVER HWY. NO 361
THE DALLES
ADAMS
JACKSON
JEFFERSON
MONROE
MADISON
CLYDE AVE
CHARLES R AVE
MP 0.00 HWY 361
MP 85.36 HWY 4
MP 95.95
New Construction (44' Street Section)
2" Half Sole (Existing 54' Street Section)
MADRAS
JEFFERSON COUNTY, OREGON
SIGNED ROUTES
INTERSTATE 5
U.S. 30
ORE. 422
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
City Hall
Court House
Armory
Library
City Limits
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
January 1, 1981

Salem, Oregon
September 12, 1963

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Attention: D. J. Barbee

The City of Madras has, by resolution approved August 27, requested State assistance in developing a one-way couplet on 4th and 5th Streets.

The wording of the resolution suggests that the City is without funds to provide necessary right of way or construction of a bridge. It does indicate City willingness to cooperate in implementing plans.

Will you please have a reconnaissance-type estimate worked up showing what will be necessary in the way of construction and cost thereof if the couplet is developed.

I am placing this matter on 30-day bring up.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw hlb

RESOLUTION NO. 8-63

IN THE MATTER OF ADOPTING A ONE WAY GRID WITHIN THE CITY OF MADRAS, OREGON.

WHEREAS, Petitions have been presented to the Common Council of the City of Madras requesting said Council to contact the State Highway Commission relative to making a one-way grid system in the City of Madras, on U. S. Highways Nos. 97 and 26 by making 4th Street a South bound street, and 5th Street a North bound street, and,

WHEREAS, The City Council has considered said Petitions, have investigated the money available for such program and has reports from the street committee of the City of Madras, and,

WHEREAS, the City Council of the City of Madras has determined among other things that it would be in the best interest of the City of Madras to adopt a one-way grid system rather than having the town by-passed.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MADRAS, That said Council does hereby declare its approval of adopting a one-way grid system on U. S. Highway No. 26 and 97 within the City of Madras, by making 5th Street a North bound street and 4th Street a South bound street.

BE IT FURTHER RESOLVED, That the City Council approves the plan primarily for the reason that traffic is becoming heavy within the City of Madras, and it will not be to the best interest of the City of Madras to have the town by-passed by said highways; and that in the planning and zoning the City of Madras it is important that such matters be determined before the adoption of such planning ordinances to assure continuing orderly development of the city.

BE IT FURTHER RESOLVED, That the City of Madras does not have sufficient funds for building a bridge on 4th Street or for acquiring right-of-way and building the North part of 4th Street, and, therefore, said work should be undertaken by the Oregon State Highway Commission.

BE IT FURTHER RESOLVED, That the City of Madras will cooperate with the Oregon State Highway Commission in implementing such plans when the State Highway Commission shall feel such plan is feasible, and said Commission is ready to proceed with the same.

Read and Approved by the City Council this 27th day of August, 1963.

Approved and signed by the Mayor this 27th day of August, 1963.

D. W. HATFIELD, Mayor of the City of Madras.

Attest:

A. P. MILLER, City Recorder for the City of Madras.

RECEIVED
SEP 9 1963
OFFICE OF
STATE HIGHWAY ENGINEER

LAW OFFICES
OVERHULSE & RODRIGUEZ
TURNER BUILDING
521 D STREET
MADRAS, OREGON

Received
8:30 P.M
July 30, 1963
CPM

PETITION

We, the undersigned, respectfully request the Madras City Council to petition the Oregon State Highway Commission to proceed, immediately, with opening Fourth Street from the intersection of U. S. Highway #26 and U. S. Highway #97 to "K" Street in the City of Madras for one way traffic southbound; and converting present U. S. Highway #97 from "K" Street to Oak Street to one way traffic northbound.

1. Carroll P. Flanagan — 803 Lubeck
Name — Home address (street & number)

Self — Farmer — Stubenrauch 225 5th
Employer — Position — Business address

8
Years lived in Jefferson County

Comments: needed by Madras city

2. Mr. Orin W. Berry — Fosters Road
Name — Home address (street & number)

O. S. U. — McCulloch Bldg.
Employer — Position — Business address

8 years.
Years lived in Jefferson County

Comments: Traffic has constantly increased and the hazards of a single load need correcting

3. Eden A. Tall — Mail 357 S. 6th St. Madras
Name — Home address (street & number)

FHA USDA — County Supervisor — 357 S. 6th St.
Employer — Position — Business address

6 +
Years lived in Jefferson County

Comments: Present highway certainly needs changing

4. Charles Thearn — Home address (street & number)
Name

School Dist 509 J — Bd Mg — Ambulance
Employer — Position — Business address

3½
Years lived in Jefferson County

Comments:

5. Ronald K. Albertson — 311 9th St. Madras Oregon
Name — Home address (street & number)

First National Bank of Oregon — Asst Cashier — Box X Madras Ore
Employer — Position — Business address

Retired

We, the undersigned, respectfully request the Madras City Council to petition the Oregon State Highway Commission to proceed, immediately, with opening Fourth Street from the intersection of U. S. Highway #26 and U. S. Highway #97 to "K" Street in the City of Madras for one way traffic southbound; and converting present U. S. Highway #97 from "K" Street to Oak Street to one way traffic northbound.

1. Gerald P Flesher 803 Lubeck
Name — Home address (street & number)

Self — Semi Shuttle man — 225 5th
Employer — Position — Business address

8
Years lived in Jefferson County

Comments: needed by Southern city
Yes Elmer W. Brierly

2. [illegible] Fedelus Road
Name — Home address (street & number)

O.S.U. — McCullon Bldg
Employer — Position — Business address

8 years.
Years lived in Jefferson County

Comments: Traffic has constantly increased and the hazards of a single road need correcting

3. Eden a Tull mail 357 S. 6th St. Madras
Name — Home address (street & number)

FHA USDA — County Supervisor — 357 S. 6th St.
Employer — Position — Business address

6+
Years lived in Jefferson County

Comments: Present highway certainly needs changing

4. Charles Shearer
Name — Home address (street & number)

School Dist 509 V — No 4 Ambulance
Employer — Position — Business address

3½
Years lived in Jefferson County

Comments:

5. Ronald K. Culbertson 311 9th St. Madras Oregon
Name — Home address (street & number)

First National Bank of Oregon — Asst Cashier — Box X, Madras Ore
Employer — Position — Business address

One year
Years lived in Jefferson County

Comments: This improvement is overdue. Heavy traffic prevents easy crossing of highway and under present conditions is conducive to accidents.

RECEIVED
AUG 13 1963
FOR FILING

Maint
Traffic
Reg Madras

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1963

SUBJECT:

To: MEMO TO FILE

On this date, I called Ralph Van Wert of Madras re the attached letter.

I informed Mr. Van Wert that the State did not initiate projects of this nature and that if the City Council made a request we would investigate it. I suggested to him that they rush ahead somewhat slowly, as there is quite a bit involved in the establishment of a one-way street system in a town and that I doubted the congestion in Madras would warrant anything very drastic.

Mr. Van Wert will advise me if anything more is needed.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe

Madras
Aug 9 - 1963

Dear Forrest.

I have been asked by a Member of the City Council to find out, if possible, the plans of the State Highway Dept. pertaining to the two way "Grid" in Madras and if the Department plans on making a One way street of 4th 5th and 6th streets or just what their plans may be, if any. Could you, or would you let me know by the next Council Meeting which is August 13th

why don't you come over and see us sometime?

As ever —

Ralph R. Vanderbeck
Box 11 Madras
Oregon

19-1117 Deep Creek & Twenty Mile Creek 1965
Br. reconstr. on the Warner Hwy.
#6742

RECEIVED
MAY 6 - 1966
FOR FILING
19-1117
6742

May 6, 1966

St. Paul Fire & Marine Insurance Co.
Pacific Department
200 Mills Building
San Francisco 6, California

Gentlemen:

A post-final payment for $825 will be made to Stach Construction Company, Inc., on Contract No. 6742 for bridge reconstruction of the Deep Creek and Twenty Mile Creek Bridges on the Warner Highway in Lake County, as soon as the warrant is prepared.

The total amount paid on this contract will be $74,445.96 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Stach Construction Company, Inc.
P. O. Box 730
Grants Pass, Oregon

Oakridge Insurance Agency, Inc.
Star Route, Box 215
Oakridge, Oregon
C. H. Maison
Attn: John Herr

RECEIVED
MAY 3 - 1966
FOR FILING
19-1117
6742

May 3, 1966

St. Paul Fire and Marine Insurance Co.
Pacific Department
200 Mills Building
San Francisco 4, California

Gentlemen:

Contract No. 6742 awarded to Stach Construction Company, Inc., for the Deep Creek and Twenty Mile Creek Bridge reconstruction on the Warner Highway in Lake County was completed on March 18, 1966, and accepted by the Highway Commission on April 29, 1966.

Final payment in the amount of $4,444.42 will be released to the contractor after May 10, 1966. The total contract amount is $73,620.96 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Stach Construction Company, Inc.
P.O. Box 730
Grants Pass, Oregon

Cahridge Insurance Agency, Inc.
Star Route, Box 215
Cahridge, Oregon
L.H. Young
C.H. Maison
Attn: John Herr

RECD
MAY 2 - 1966
FOR FILING
19-1117
6742

April 29, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed March 18, 1966, on Contract No. 6742. The contract was with Stach Construction Company, Inc. and was for reconstruction of the Deep Creek and Twentymile Creek Bridges on the Warner Highway in Lake County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 29, 1966, and that you concur in this procedure at the Commission meeting on June 2.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
F. D. Morgan
C. H. Maisan
J. F. Putnam

bg

RECEIVED
MAY 18 1966
FOR
19-1117
6742

April 25, 1966

Stach Construction Company, Inc.
P. O. Box 730
Grants Pass, Oregon

#9

Gentlemen:

The State Highway Commission at its meeting on April 21 considered your request for an extension of time on Contract No. 6742 for the Deep Creek and Twenty Mile Creek Bridge reconstruction on the Warner Highway in Lake County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an extension to March 4, 1966, without assessment of liquidated damages. Liquidated damages will be assessed for the period March 5 to March 11, 1966, and will be waived for the period March 12 to March 18, 1966.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc J. F. Putnam
E. J. Dunn
L. H. Young
I. D. Merchant
C. H. Malcom

FORM 8-8125 5OM 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 13, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 9
April 21, 1966 meeting

Gentlemen:

Stash Construction Company, Inc., contractor for reconstruction of the Deep Creek and Twenty Mile Creek Bridges on the Warner Highway in Lake County, Contract 6742, has requested that the specified completion date of February 28, 1966, be advanced to March 12, 1966, without assessment of liquidated damages. The contractor's request states delay in getting approved shop drawings for miscellaneous iron, a change in width of roadway on the Deep Creek structure, and adverse weather for handrail painting as his reasons for not completing the work within the time specified.

The contractor is entitled to four additional calendar days because of the deck width change item. The structures were completed to a stage that permitted their use by two-way traffic on March 11, 1966, and were completed entirely on March 18, 1966. The contractor's activities during the period March 12, 1966, to March 18, 1966, consisted of correcting defective rail painting and concrete surface finish that was damaged by inclement weather during the regular construction period. An inspection of the work made on the day the structures were opened to traffic disclosed the need for the corrective work and the contractor performed same without interrupting traffic.

I recommend that the contractor be granted a four-day extension, March 1, 1966, to March 4, 1966, without assessment of liquidated damages, that he be assessed liquidated damages for the period March 5, 1966, to March 11, 1966, (7 days at $75 or $525) and that liquidated damages for the period March 12, 1966, to March 18, 1966, be waived.

This matter will be on the agenda for your consideration at the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By R. L. Porter

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
J. F. Putnam

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6742 Contractor Stach Construction Co. Inc.

Highway Warner

Section Deep Creek & Twenty Mile Creek Bridge Reconstruction

Kind of Work Bridge Reconstruction

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows: -

Recommend that the contractor be granted a four day extension, March 1, 1966, to March 4, 1966, without assessment of liquidated damages, that he be assessed liquidated damages for the period March 5, 1966, to March 11, 1966 (7 days at $75 or $525) and that liquidated damages for the period March 12, 1966, to March 18, 1966, be waived.

Recommended for Approval:

J.F. Putnam
Division Engineer

Construction Engineer or
Bridge Engineer

State Highway Engineer

Contract No.	6742
Project designation	State (State-Federal)
Date awarded	November 4, 1965
Work started	December 15, 1965
Per cent completed	78% Feb. 23, 1966 (Date)
Specified Completion: ~~No. of Workdays Allowed~~	February 28, 1966
No. of Workdays Used	
No. of Added Workdays Requested	

SP 4896-TM

E-320 (Rev.)—8M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 2-18-66, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar days from 2-28-66 days to 3-12-66 days within which to complete our Contract No. 6742, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: 1-Delay in getting approved shop drawings on misc. iron as shown in enclosed letter from Portland Wire & Iron dated 2-16-66

2-Change in bridge width of Deep Creek structure thus changing overhang curb steel changes-causing a change in hand rail bolts.

3-Adverse weather conditions not permitting proper curing of paint on hand rail.

Respectfully submitted,

Stach Construction Co Inc.
Contractor

By Harry G. Stach
Harry G Stach/President

CONSENT OF SURETY

Date February 2, 19 66

We, St. Paul Fire and Marine Insurance Company of St. Paul, Minnesota

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Guy C. Glancy
Attorney-in-fact

Guy C. Glancy
Resident Agent

(SEAL)

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
FEB 28 1966
AM 6,7,8,9,10,11,12,1,2,3,4,5,6 PM

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Deep Creek & Twenty Mile Cr. Bridge Reconstruction		WEEK ENDING: March 26, 1966
		SECTION PREFIX: 119-1117
HIGHWAY: Warner		COUNTY: Lake
NAME OF JOB: Deep Creek & Twenty Mile Creek Bridge Reconstruction	KIND OF WORK: Structures	
CONTRACTOR: Stach Construction Co., Inc	CONTRACT NUMBER: 6742	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: November 4, 1965	DATE WORK STARTED: December 15, 1965	ESTIMATED COMPLETION DATE: March 18, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $85,050.00	SPECIFIED COMPLETION DATE: February 28, 1966	PERCENT OF TIME ELAPSED: 123
EXCLUSIVE OF ENGINEERING: $79,002.00	ENGINEERING AUTHORIZATION: $6,048.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 10 0
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $77,935.66	ENGINEERING COST TO DATE: $6,048.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.35 %	PERCENT OF AUTHORIZATION: 100 %	DATE PROJECT WAS COMPLETED: March 18, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE. SEO	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.1				0.1
MILES PARTIALLY COMPLETED							
MILES COMPLETED			0.1				
TOTAL ESTIMATED QUANTITIES (CONTRACT)			5,490 cy				
TOTAL QUANTITIES CORRECTED TO DATE			4,393 cy				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			4,393 cy				
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	8848A	9538						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly overcast Fair			
MONDAY	Partly overcast Windy - cool			
TUESDAY	Clear - windy			
WEDNESDAY	Clear - mild			
THURSDAY	Clear - warm			
FRIDAY	Clear - warm			
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Two men in office working on semi-final data.
TUESDAY	" " " " "
WEDNESDAY	" " " " "
THURSDAY	Semi-final estimate completed and mailed to the Division Office.
FRIDAY	No activity on project.
SATURDAY	

REMARKS

This is the final report for this project.

cc: Bridge Dept. (2)
Division Office (1)
File (1)

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 28 1966 PM
7 8 9 10 11 12 1 2 3 4 5 6

SIGNED E. J. Dunn LOCATION Lakeview

E. J. Dunn

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
NOV 5 - 1965
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
MARCH
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

19-1117

6742

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

November 5, 1965

Stach Construction Co., Inc.
P. O. Box 730
Grants Pass, Oregon

Gentlemen:

The State Highway Commission on November 4 awarded to you State Highway Contract No. 6742 for the following project:

Deep Creek and Twenty Mile Creek Bridge reconstruction on Warner Highway in Lake County.

This award was based on your bid of $73,050.00 which was submitted to the Commission on November 2 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

RECEIVED
OCT 25 1965
FOR FILING
19-1117
6712

October 22, 1965

Mr. Donovan L. Nicol
Warner Valley Stock Company
724 Main Street
Klamath Falls, Oregon

Dear Mr. Nicol:

Your letter of September 28 indicates satisfaction with the proposal to lengthen Twenty Mile Creek Bridge, but that you do not believe the reconstruction proposal for Deep Creek is adequate.

In the proposed reconstruction of the Deep Creek Bridge, as indicated in my letter of August 24, a 40 percent increase in waterway is provided with two 46-foot spans in the main channel, sheathed piers and a revised channel alignment. It is our belief that the improved conditions will adequately pass all drift and maximum flood discharge.

For these reasons the State proposed to proceed with the reconstruction as proposed; however, I do wish to thank you for your interest in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter (enc.)
Ivan D. Marchant

IDM jwa

Klamath Falls, Oregon
September 28, 1965

Oregon State Highway Commission
Salem, Oregon

Att: Mr. Edwards

Gentlemen:

Thank you for your letter of August 24th, relative to your proposed structures and for the crossings on Deep Creek and Twenty Mile Creek on the Winnemucca Highway. It would appear that the improvement in the Twenty Mile bridges would be adequate, since this stream has rather a short watershed and does not discharge much debris in comparision to the problems faced on Deep Creek.

You will recognize that Twenty Mile Creek has a low level flow for about eight or ten miles prior to reaching the highway crossing.

It is our belief that the Deep Creek structures will still be inadequate and will present serious problems both to the landowners and the highway department because of the piers you insist in putting in the stream. As you know, Deep Creek has a rather long watershed and falls rapidly as it reaches the valley floor, bringing with it a great amount of debris, logs and brush and that it carries this debris to the site of the bridge. Even though the piers may be guarded to prevent drift hanging up on them, the bridge is low and the icing conditions are serious.

We wish to again renew our recommendation to the State Highway Department that they construct a bridge without piers in the channel left for the stream flow. We respectfully request your consideration of our renewed recommendation.

Very truly yours,

WARNER VALLEY STOCK COMPANY

By _____

RECEIVED
OCT 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 5 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 25 1965

FOR FILING
11-1117

6742

August 24, 1965

Warner Valley Stock Company
212 Williams Building
Klamath Falls, Oregon 97601

Attention: Mr. Jeneven L. Nicol

Gentlemen:

Your letter of August 16 requests further information on the reconstruction of the existing Twenty Mile Creek and Deep Creek Bridges on the Warner Highway.

The present Deep Creek Bridge consists of five 23-foot concrete spans on treated timber pile bents. It is planned to retain the two westerly 23-foot spans and remove the three easterly 23-foot spans. To the two westerly 23-foot spans that are retained will be added two 46-foot concrete spans and one 23-foot concrete span over the easterly fill slope. The two 46-foot spans will be on treated timber pile piers with the piling sheathed to prevent drift from hanging up in the individual piling.

The present Twenty Mile Creek Bridge consists of two 26-foot spans and one 11-foot span on treated timber pile bents. The existing 11-foot span will be removed and two additional 26-foot spans added to make the overall length of the bridge as reconstructed, 104 feet.

As mentioned before, the revised lengths of the two bridges, 161 feet on Deep Creek and 104 feet on Twenty Mile Creek, have been recommended by our Hydraulics Department.

The sheathed piers on the Twenty Mile Creek Bridge should eliminate any trouble with drift in the future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan D. Merchant

IDM:mm bg

RECEIVED
JUL 29 1965
FOR FILING
14-1117
6742

July 27, 1965

Mr. Donavon L. Nicol
Warner Valley Stock Company
212 Williams Building
Klamath Falls, Oregon

Dear Mr. Nicol:

Since receipt of your letter of May 19 we have carried on extensive research concerning the December flood, both on Deep Creek and the Twenty Mile Creek Bypass.

We find that the Deep Creek dike was breached approximately three-quarters of a mile upstream from the highway and that the Twenty Mile Creek Bypass dike overflowed approximately three-quarters of a mile from the highway.

During the time of the December floods, our highways were cut in many places. During such times as these it is impossible to cope with or have entire and complete knowledge of the conditions as they occur. A complete and factual assessment could only be made if a continuing moving picture record were available for later analysis. We do not intend to criticize or question anyone who cut highways to protect livestock and property, since we must assume they were on the ground and we recognize that the judgment of the first-hand observer is undoubtedly the best possible at the time.

The flood stage has been variously assessed at a 100-year minimum flood crest. This is not to say that it will not reoccur for another 100 years, but rather that a flood of this height occurs on an average of a 100 years. There are localized instances where run-off volumes in the December flood period may even be classed as 500- or 1,000-year possibilities.

It is our intent to lengthen both the Deep Creek Bridge and the bridge in the Twenty Mile Reservoir. These corrections will be contracted in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter
F. D. Morgan
J. F. Putnam

TE:jwa

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 12, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Mr. Donavon L. Nicol
Warner Valley Stock Company
212 Williams Building
Klamath Falls, Oregon

Dear Mr. Nicol:

Receipt is acknowledged of your letter advising us of the inadequacy of the Deep Creek and Twenty Mile Lake Bridges east of Adel and stating that additional waterway area is required to handle drift and normal years' flood waters.

On January 28 you and Mr. Ray Michels came to Salem and discussed this problem with H. W. Hughlett, State Bridge Superintendent. You were advised that later in the spring an inspection would be made by Mr. Hughlett and the Division Engineer after which the needed action would be taken to correct the condition. No decisions or promises were made at that meeting as to what would be done in regard to lengthening these structures before an inspection was made.

On April 16 the inspection trip was made to check storm damage and to review the two bridge structures. The following conclusions were reached at that time:

1. Deep Creek Bridge: Insufficient span clearance to handle drift and debris. The recommendation at this time was to increase the waterway by removing existing bents to allow 2-46' clear spans. This, however, was to be adjusted to meet with a hydraulics survey to be conducted by the Hydraulics Engineer from the Salem office.

2. Twenty Mile Lake Bridge: High water line showed approximately 3 feet below concrete deck slabs and the water line on banks indicated no appreciable differential in head between the upper and lower sides of the bridge. The conclusion was that there is sufficient waterway with no drift problem on this structure pending the results of the hydraulics study.

After your meeting and discussion with Mr. Warfield, Assistant Division Engineer, on May 5, we requested our Hydraulics Engineer to make a study and report of the drainage capacities

of these two structures necessary to provide adequate waterway and clearance for handling flood waters of a return frequency of 50 years.

On May 26 our Hydraulics Engineer made a field investigation with the following report and recommendations:

1. Deep Creek Bridge: Prior to the December-January floods the existing structure was capable of passing a discharge of 5,000 c.f.s. The peak discharge on Deep Creek during the December-January floods was estimated to exceed 15,000 c.f.s. which would indicate a return frequency in excess of 100 years.

   The present structure consists of 5-23' spans and has a usable waterway of 850 sq. ft. designed to pass 5,000 c.f.s. which is not adequate for this waterway.

   Recommendation: The present bridge to be revised to an over-all length of 138'+, having two 46' clear spans on the east end, which will provide a usable waterway of 1280 sq. ft. and will pass 8,300 c.f.s. for a flood frequency of better than 50 years.

2. Twenty Mile Lake Bridge: In reviewing this structure it was obvious that Twenty Mile Lake would overflow your dike at about 0.8 mile south of the highway and possibly at other places further up the valley. At the time of the inspection the structure had 3'± of freeboard area under the bridge. The elevations of water at the bridge and at the overflow area on the dike were close to being the same.

   Recommendation: If the elevation at the low sections of the dikes remains the same, lengthening the present structure with one 26' span would provide sufficient waterway to eliminate future flooding problems at this structure.

We plan to follow the recommendations of our Hydraulics Engineer in the revision of these two structures.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

RECEIVED
JUL 29 1965
FOR FILING
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6742

Salem, Oregon
July 27, 1965

Mr. R. L. Porter

Contrary to my statement to you, I find from record that the dike in Deep Creek washed out, flooding lands of the M C Company in Warner Valley. This washout occurred 0.7 mile upstream from the Deep Creek Bridge. Our Hydrologist indicates that the bridge about which the M C Company is complaining has a usable area of somewhat less than a 1,000 square feet of waterway. A county bridge upstream has a usable waterway area of some 1,500 square feet. It was adequate. The Hydrologist thinks it possible that the inadequate area in Deep Creek may have been the reason for the dike washing out.

There were other extenuating circumstances, one being that the M C Company had a weir at the point of washout which may have caused some trouble.

I am making provisions to extend the bridge over Deep Creek to provide ample waterway and to use longer spans to minimize the drift problem.

The M C Company also complains of the inadequacy of the waterway area in the structure in Twenty Mile Reservoir, which is on the easterly side of the valley. Our research indicates that there was three feet of freeboard between the water and the stringers at the maximum water height and that there never was as much as a foot of head on the structure.

The channel under the Twenty Mile Reservoir structure shows no sign of scour whatsoever. I believe, therefore, that the complaint is somewhat unfounded. However, we will have materials from the Deep Creek Bridge which can be used and I propose to lengthen the Twenty Mile structure 23 feet. I am having contract plans prepared. The project will be funded by a request for State Construction Funds.

Tom Edwards
Assistant State Highway Engineer

TE:jwa

cc Forrest Cooper
V. D. Wolfe
E. S. Hunter

RECEIVED
JUL 27 1965
FOR FILING

19-1117

6742

Salem, Oregon
July 23, 1965

Mr. Tom Edwards
Assistant State Highway Engineer

OFFICE

On this date, Chairman Jackson reported (apparently as a result of a complaint) that recent high water on the Warner Secondary Highway in Warner Valley had caused hay fields to flood and dikes to fail. It is alleged that the underlying reason is that not enough water way has been provided in the highway.

Will you please advise me of your understanding of this situation.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

FORM H-38 5011 3-65 SP*0670-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 17, 1965

To:
MEMO TO THE FILES

SUBJECT: Deep Creek Crossing and
Twentymile Reservoir Crossing
Adel-Nevada State Line Road

A field investigation was made with Messrs. H. W. Hughlett, L. H. Warfield, and H. N. Ritchey, State Bridge Superintendent, Assistant Division Engineer and Assistant District Maintenance Superintendent, respectively, to ascertain any corrective measures to be taken with regard to the December-January flood problems associated with the Deep Creek Crossing and Twentymile Reservoir Crossing east of Adel. A brief discussion of each crossing, with conclusions and recommendations, follows:

DEEP CREEK CROSSING

Located on the east end of Deep Creek bridge and running south adjacent to Deep Creek is a dike belonging to Warner Valley Stock Company. Approximately 0.7 mile upstream from the Deep Creek Bridge, this stock company had built another dike in Deep Creek at right angles to the above dike and installed a weir for directing and regulating water in an opposite direction from Deep Creek.

Because of the magnitude of the flood water, it is believed that when this area became inundated, the dike located at right angles to the stream having the weir was responsible for erosion of the dike running parallel with Deep Creek. Consequently, part of this water in passing through the bridge caused considerable washout of shoulders and bank protection.

Prior to the December-January floods, the existing structure over Deep Creek was capable of passing a discharge of 5,000 c.f.s. Based on the best information available, the peak discharge on Deep Creek during the December-January floods was estimated to exceed 15,000 c.f.s.; this would indicate a return frequency discharge in excess of 100 years. In this instance, the 100-year return frequency can be considered impractical for use as design criteria.

The present structure is a R.C.T.B. with five spans of 23 feet each, total length of 114'±. It has a usable waterway of 850 square feet, designed to pass 5,000 c.f.s. It is proposed that a structure be designed to replace the present one for a return frequency of better than 50 years. The proposed structure should have a total

length of 138'±, with a usable waterway of 1,280 square feet, which will pass 8,300 c.f.s., with a probable velocity of 6.5 f.p.s. Mr. R. C. Edgerton has indicated in previous correspondence relating to the present structure at Deep Creek that a velocity of 6 f.p.s., more or less, should not be cause for concern.

It is recommended that any bank protection used should consist of a filter blanket, along with stone of 3 pound class over it. Stone of 250 pound class should be installed below stream bed and keyed into the toe of slope.

TWENTYMILE RESERVOIR CROSSING

During the December-January floods, the highway over Twentymile Reservoir was cut through approximately 100 yards east of the bridge. In trying to check out verbal comments from local people as to the sequence of events leading up to the actual severance of the highway, there have been conflicting opinions.

Apparently, it became obvious to the people concerned that the water in Twentymile Reservoir would overflow the dike (for dike in question, see map), the suspected overflow taking place about 0.8 mile south of the highway. At this time, the structure had 3'± of freeboard under it, and the elevation of the water at the bridge and at the point of overflow on the dike were very close to being one of the same. Thus assuming the elevation at the low section of the dike remaining the same in the future, it would appear that by lengthening the present structure by one span length would create enough sufficient waterway to help in eliminating any similar recurrence of this problem.

The present structure has an adequate waterway for maintaining efficient operation of the dam and spillway for proper control of water level in the reservoir. The proposed additional waterway could have some influence on the detriment of this efficiency.

In conclusion, Messrs. Hughlett, Warfield, Ritchey, and I concur in these recommendations and conclusions.

W. H. Tebeau
Reconnaissance Engineer

By /s/ Barnes

Fred L. Barnes

FB:fp
Attach.

SKETCH MAP

DEEP CREEK & TWENTYMILE RES.

WARNER HIGHWAY

NO SCALE

N

To Plush

ADEL

To Lakeview

DEEP

CREEK

Ranger Station

DEEP CREEK

Structure to be removed

Weir

Washed out part of road & dyke. Approx. 0.1 mi from highway.

Structure considered adequate.

Dam & Spillway

DITCH

TWENTYMILE RESERVOIR

Suspected area of overflow. Approx. 0.5 mile from highway.

To Fort Rock

212 Williams Building
Klamath Falls, Oregon
May 19, 1965

Oregon State Highway Commission
Salem, Oregon

Att: Mr. Edwards

Dear Mr. Edwards:

This letter is written for the purpose of attempting to clarify the understandings or misunderstandings, as the case may be, that we have had in connection with the Deep Creek and Twenty Mile crossings of the Winnemucca Highway.

You may know the Twenty Mile crossing to be an arm of Greaser. In any event, it lies on the east side of Warner Valley and you have presently installed two culverts and a bridge. Your files will show that at the time these structures were first placed in the valley, the Warner Valley Stock Company complained about their inadequacy and that we have pointed out to you many times that your structures were not properly placed in the stream bed to permit the passage of water freely and were inadequate as to size.

Shortly after the December floods, Mr. Ray Michels and I called at your office in Salem,and again talked about this problem. At this time we were told that the highway department planned to put two spans across Deep Creek which would produce 160 feet of clear passage and that the present Deep Creek bridge would be moved to Twenty Mile and added to the already existing bridge and culvert. At this time we expressed pleasure with this proposal and told the highway department that we would do some channel work north of the Deep Creek bridge in order to permit the water to get away from the bridge more freely. We thought that this matter was all understood and cleared until a visit was made to me at the ranch about the 1st of May by your Mr. Warfield and Mr. Ritchey, at which time I was handed a memorandum, apparently a sixth carbon copy which was barely legible, which as nearly as I can recollect said that the Warner Valley Stock Company had become panicky and cut the Winnemucca road without authority and that the Warner Valley Stock Company was never in any manner to touch this road without incurring liability. The memorandum also shortened the spans on Deep Creek and Twenty Mile to a point that it was very apparent they would be totally inadequate to carry the waters of either Deep Creek or Twenty Mile Creek north.

At this time I expressed my displeasure with the proposals,

told your representatives of the earlier agreement had in Salem, and generally denied any liability for damage to your road.

The facts relative to the December flood as substantially as follows:

The Deep Creek bridge is inadequate to carry Deep Creek stage in normal years and certainly is totally inadequate to even carry a good part of the run-off occurring in December.

On December 22nd, Deep Creek went out above the bridge and cut your approach to the bridge so that it was not passable at that time. Also, on the 23rd the water was going under the road near the first drain crossing, east of the Deep Creek bridge. It then became apparent that the inadequacy of your water crossings under the Winnemucca highway were endangering cattle of the Warner Valley Stock Company and it became further apparent that both sides of the Winnemucca road would be flooded. We immediately took steps and moved about 900 head of cattle, located just north of the Winnemucca road at the Deep Creek crossing to the east and out onto dry ground. The peak of the water came on the 23rd and ran out of your Deep Creek channel. Twenty Mile was beginning to back up, but we felt we could secure it. We worked on the afternoon of the 23rd until we felt that the livestock were reasonably secure. I then wen to look for Mr. Hiatt, your maintenance man in the area. At this time the Deep Creek bridge at Adel had gone out, but I put a plank across the water and managed to get across on foot, borrowed a car from Terry Cahill and went up towards Lakeview to find Mr. Hiatt. I found him and talked with him. He told me that he could not tell me whether it was possible to truck cattle out, but he felt certain that it would be impossible, because of the wash-outs on the Deep Creek road and he felt there were other problems elsewhere. He did not know the extent of the damage and had no equipment to work with. This man was doing the best job he could with he had.

Deep Creek water was then increasing and I had to move about 800 head of cattle north of the Winnemucca road, to the east and out towards Colman valley to get them up out of the water. At this time the Warner Valley,south of the Winnemucca road, was beginning to fill up, although there was about a foot and a half freeboard on the Winnemucca road. The drains were blocked and very little water was going through. We spent most of the day moving the cattle out of flood danger. By evening it was apparent that the water south of the road was still on the increase and the water in the Twenty Mile by-pass was then running over the dyke.

I had a "cat" on the east side of the road and some diesel and in order to protect the property we had left in south Warner and the livestock, I took the "cat" and placed a cut in the road just east of the first drain, eastward of the Deep Creek bridge. I ran out of fuel in this tractor and I then had a man try to get through from the ranch around by the Beatties' bridges and clear up to the Nevada line. On the morning of the 25th he had furnished us fuel and it became apparent it was necessary to make the second cut because of the waters running out of Twenty Mile and Deep Creek, the drains which normally flow north were moving the water south

rapidly and in great volume. I then made a second cut in the road which was immediately east of the second north-south drain, between the Deep Creek bridge and the Twenty Mile by-pass.

This did not entirely alleviate the water. The Twenty Mile water was rising rapidly and spreading out over the south of the valley, endangering more property and more livestock. I then put a cut in the road at Twenty Mile to relieve this pressure.

If you will examine the ground, you will recognize that the Winnemucca road makes a very successful dam across the entire valley and that the bulk of the water in south Warner Valley comes into the valley south of this dam and I feel that I was entirely justified in making these cuts in the highway to protect our property.

As you know, your files are full of our complaints about the inadequacy of the Deep Creek bridge and the Twenty Mile by-pass bridge and culvert. We renew these objections to the inadequacy of these water crossings and we want you to know that the Warner Valley Stock Company emphatically denies any liability in connection with their action. As a matter of fact, the Warner Valley Stock Company has suffered considerable damage by reason of your construction of inadequate water crossing under the Winnemucca road.

The Warner Valley Stock Company wants you to further understand that we believe that the present proposals for water crossings of Twenty Mile and Deep Creek are totally inadequate to even meet normal flood conditions and are not satisfactory to us. We further want you to understand that Warner Valley Stock Company rejects and denies the claim or charge of liability by the State Highway Department.

Yours truly,

WARNER VALLEY STOCK COMPANY

By Clarence L Dial

RECEIVED
JUN 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—12-63 54877

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
May 10, 1965

SUBJECT: Warner Valley
Secondary Highway -
M.C. Ranch

To: Mr. E. S. Hunter
Maintenance Engineer
Salem, Oregon

Howard Ritchey, Carl Hiatt, and I met with Mr. Nichols and his foreman, Mr. Lane of the M.C. Ranch, Wednesday, May 5 in regard to your letter of April 23 pertaining to the Deep Creek Bridge.

Mr. Nichols seems to be a little upset over our proposal for the Deep Creek Bridge and our decision to do nothing at the Greaser or 20-Mile Reservoir. Mr. Nichols said he talked to someone, he was not certain who it was, in Salem and at the time of the discussion, they were talking about replacing the Deep Creek Bridge with two approximate 80' spans and the present Deep Creek Bridge would be moved to the 20-Mile Reservoir. This latter was impossible since the Deep Creek Bridge is on askew, but Mr. Nichols still does not feel this lessens the need for additional waterway in 20-Mile Reservoir. Mr. Nichols also stated that his offer to do work on the Deep Creek Channel was based on the assumption we would increase the size of these two bridges approximately as he discussed in Salem.

Mr. Nichols did not make any threats of damage claims, but I had the impression that he might consider a claim if we do not increase the size of the bridges to a point where he feels their property is protected. He is having a Hydraulic Engineer from Klamath Falls check the capacity of our Bridge to determine if it will carry a normal high water without drift. He feels it is inadequate. He also took us down to the lower end of the 20-Mile Reservoir and showed us a weir that the State Engineer required them to build. This weir consists of seventeen 8' bays plus two 4' sluice gates. The gates are used to control water. When it is low and the eight bays can be lowered during flood. Mr. Nichols also feels that if the State Engineer was correct in requiring them to build the 136 feet weir that our Bridge is considerably short of what it is needed. He states that the water in the 20-Mile Reservoir was approximately two feet higher above the bridgenthan below. He states that the water from Deep Creek went through the dike considerably before Deep Creek crested.

I would recommend that some of our Hydraulic Specialists make a study of all conditions and then someone contact Mr. Nichols for another conference before a definate decision is made.

Original Approved by L. H. Warfield

L. H. Warfield
Assistant Division Engineer

LHW/ft

13/4 27-16-2

FORM S.30 1964 5-60 40007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1965

SUBJECT: Warner Secondary Hwy #431
MP 29.65 and MP 32.78
Deep Creek & Greaser Lake Bridges

To:

E. S. Hunter
Maintenance Engineer
O F F I C E

This is to advise you that on January 28 Mr. Ray Michels and Mr. Jack Nichols of Warner Valley Stock Company at Adel, Oregon, talked with me after trying to contact you regarding flooding of approximately 7500 acres of their farmland east of Adel, which they alleged is caused by insufficient waterway at two of our bridge structures.

1. At Deep Creek, MP 29.65: 5-23' concrete slab spans were constructed on pile bents which they claim plugs from drift due to inadequate span lengths and bents being placed at right angles with the highway. When the bents plugged up water was backed up over the top of their dikes, washing them out in several locations.

The highway roadway was cut east of the bridge to relieve the emponded waters between the Deep Creek and the Twenty Mile Creek Dike to the east.

2. Greaser Lake Bridge, MP 32.78: 2-26' and 1-11' concrete slab spans on piling; they claimed this bridge also does not have sufficient length of structure to carry the flood waters on the average 5-year floods. This structure does not have the drift problem as at the Deep Creek Bridge.

The highway was also cut east of Greaser Lake Bridge to relieve the waters which were flowing through the broken Twenty Mile Creek dike to south.

They request consideration be given for revising these two structures, to relieve the drift problem at Deep Creek Bridge and to provide additional waterway at the Greaser Lake Bridge. They advise they would be willing to straighten the channel north of Deep Creek Bridge, providing the State would increase length of the center spans to eliminate the problem plugging with drift.

I advised them that later this year Mr. Putnam and I would check over the information given us and would do what is possible to correct the condition.

H. W. Hughlett
State Bridge Superintendent

HWH:hl

cc: J. F. Putnam
S. P. Jones

NOTED
E. S. HUNTER

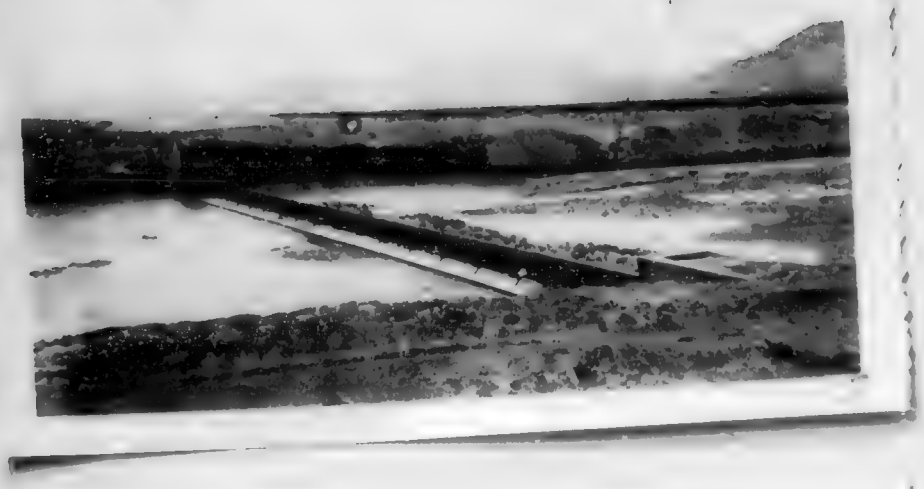
#1 - Average Possible Reservoir
Looking South West

#2 Weir - Looking West

#3 Weir - Looking East

#4 Canal to Weir
Looking Northeasterly

Weirs Referred to
in this Report



#1 - Weir for 20 Mile Reservoir
Looking South West

#2 Weir - Looking West

#3 Weir - Looking East

#4 Gage on Weir
Showing High Water Elev.

Weirs Repaired after
flooding.

June '65

I-80N-5(18) Irrigon Junc.-Umatilla Co. 1965
167 Line Sec., Old Oregon Trail
#6743 Hwy. (Grad. pav. & signing) [redacted]

See # 6957

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS S. BRUNO, MEMBER
PORTLAND

RECEIVED
JUN 21 1968
FWH

I-80N-5(18)167

6743

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
June 21, 1968

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Locked Gate Access Opposite
Highway Station 490
Irrigon Jct.-Umatilla Co. Line Sec.
Old Oregon Trail Highway
Morrow County
Project No. I-80N-5 (18) 167
Contract No. 6743
YOUR FILE: D 315-2-133

Gentlemen:

This is in reply to your letter of May 2, 1968, wherein you ask if the railroad were to acquire a parcel of property in Section 23, lying southerly of the railroad's recently purchased property in Section 14 and northerly of the highway right of way, that the State would consider granting a locked gate access in this area.

The access from the Irrigon Jct. Interchange and the Ordnance Interchange has been investigated in the field. The access you request lies between the Patterson Ferry Rd. grade crossing and the Ordnance Interchange undercrossing. There exists presently along the northerly side of your tracks from the Ordnance Interchange across the Patterson Ferry Road to the Irrigon Jct. Interchange an off-track maintenance road which is traversable at speed up to 35 m.p.h. With this type of access it does not appear that the establishment of any locked gate through this area is justified. We know of no similar situation if any other state which such an access has been granted. The conditions surrounding the establishment of locked gates through the Columbia River Gorge and the Burnt River Canyon are materially different from those in the subject case.

Should a major emergency occur requiring that you have direct access from the freeway, this can be arranged with the State Police and our District Maintenance Superintendent. Direct access for routine maintenance is not justified since you have adequate access from the two interchanges to a suitable road. Therefore we must reiterate our original denial of direct access from the freeway to the railroad in this area.

TWL:ss

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

RECEIVED
JUN 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

cc: R. E. Simpson (w/copy of UPRR letter)
F. B. Klaboe "
D. H. Moehring "
L. H. Young "
A. F. Parson "
C. E. Payton "

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

May 2, 1968

File Ref. D 315-2-133

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Routing: Morgan, Decker, Bond, Barbon, Jr., Swan, Pearce, Murdock, Trout, Scott, Wills, Litchfield, Olson

RECEIVED
MAY 3 1968
CONSTRUCTION
DIVISION

Dear Mr. Morgan:

Irrigon Jct. - Stanfield Jct. Section
Old Oregon Trail Highway
Morrow and Umatilla Counties

Reference is made to your letter of April 24, advising that access to our tracks via Patterson Ferry Road will be improved by construction of a frontage road connecting the Ordnance Interchange with Pole Line Road and inasmuch as property recently acquired by the Railroad is not contiguous to the highway right of way, State must deny the Railroad's request for a locked gate access point opposite Highway Station 490 in vicinity of Pole Line Road and our Milepost 173.

As you are aware, the matter of whether the Railroad has property rights adjacent to the highway right of way can be readily overcome by acquisition of same by our Company. In this instance, however, our Company is being denied its request for an access point, where none exists, on a 7 mile stretch of Interstate Highway 80N which, if available to us, would greatly reduce our travel time and expense in maintaining the Railroad's main line serving the Pacific Northwest. Furthermore, the access point could be readily utilized in event of trouble on the railroad in lieu of removing highway fences and constructing temporary roads, which we believe would be a far more satisfactory arrangement for both parties.

While construction of the frontage road may offset some of the Railroad's expense, this would not be as effective as direct access to our Company's facilities from the Interstate Highway.

Considering the foregoing, will you please advise whether the State will grant access to the Railroad if the property requirement given in second paragraph of your April 24 letter is met.

Very truly yours,

W. B. Johnson
HBD

FORM E-123X 50 M 6-67

RECEIVED
APR 26 1968
FOR FILING

I-NW-5(18)167
6743

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
PORTLAND
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W[illegible], MEMBER
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 24, 1968

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Locked Gate Access Opposite
Highway Station 490
Irrigon Jct.-Umatilla County
Line Section
Old Oregon Trail Highway
Morrow County
Project No. I-80N-5 (18) 167
Contract No. 6743
YOUR FILE: D 315-2-133

NOTED
F.B.K.

Gentlemen:

This is in reply to your letter of April 10, 1968 in which you request a locked gate access from the westbound lane approximately opposite Highway Station 490.

Inasmuch as the property recently acquired by the railroad is not contiguous to the highway right of way, we must deny your request for a locked gate at this location.

I should like to point out, however, that access to your tracks by way of the Patterson Ferry Road has been improved by the construction of a frontage road connecting the Ordnance Interchange with Pole Line Road, as shown on the attached map marked "Exhibit A". This will allow your maintenance forces originating east of Ordnance to cross the freeway at the Ordnance Interchange, proceed west on this County Road to the Patterson Ferry Road, and cross over the freeway to your tracks at that point. This will eliminate the approximate nine-mile additional distance required to travel to reach this same point by way of the Irrigon Junction Interchange.

I think if you will review this situation as it presently exists, you will find the access to your track suitable via the Ordnance Interchange and this new County Road.

TWL:ss

cc: R. E. Simpson (w/copy of map)
F. B. Klaboe "
D. H. Moehring "
L. H. Young "
A. F. Parson "
C. E. Payton "

Enclosure

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By: T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
APR 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

ORDNANC

DEP

Patterson Ferry Road

Pole Line Road

Existing Frontage Road

Existing Frontage Road

Existing Frontage Road

PROPOSED FRONTAGE ROAD

R.25E.
R.27E.

MORROW CO.
UMATILLA CO.

EXHIBIT

Sketch Map

Scale 0 1 Mile

FORM E-1235 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-(1)N-5(18)167

614

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 1, 1968

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Locked Gate Access Opposite
Highway Stations 613+73
Irrigon Junction
Umatilla County Line Section
Old Oregon Trail Highway
Morrow County
Project No. I-80 N-5(18)167
Contract No. 6743
YOUR FILE: D-315-2-133

Gentlemen:

This is in reply to your letter of March 2, 1967 and January 26, 1968 wherein you ask us to reconsider our original denial of your request for a locked gate at the above-captioned location.

The placing of a locked gate at this location has again been reviewed in the field, and in light of the AASHO Policy on Access Between Adjacent Railroads and Interstate Highways, as pointed out in our letter of December 27, 1966, the rights of way of the Union Pacific Railroad Company and the State of Oregon are not adjacent in this area. Access is available to your facilities from the Patterson Ferry Road and Ordnance Interchange, and it does not appear that construction of the road along side your tracks through this area would be extremely difficult or costly because of topographic or other conditions.

Therefore, we must again reiterate our denial of your request for an access gate at this point.

Very truly yours,

F. D. Morgan
ConstructionEngineer

By:

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: R. E. Simpson
F. B. Klaboe
D. H. Moehring
L. H. Young
A. F. Parson
C. E. Payton

RECEIVED
MAR - 4 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 10 1968

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 8, 1968

In reply refer to: 08-35-EC

I-5(N)-5(18)167

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6.14

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: I-80N-5(18)167, Irrigon Junction - Umatilla
Access Rights - Umatilla County Line Section

In response to your inquiry, and to formally clarify the last paragraph of our January 2, 1968 memorandum, the action intended to release our stipulation that "... no claim for Federal-aid participation should be made until you clearly establish the fact that the utility has not retained its access rights to its abandoned easement."

1-10-68
Young
Litchfield

RECEIVED
JAN 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABO

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 5 1968

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

I-[IN-5(18)167
6743

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St NE - Salem OR

DATE: January 2, 1968

In reply refer to: 08-35.2 DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer, by G. R. Brooks, Dist Engr
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(18)167
Access Rights - Umatilla Electric Cooperative Association
Irrigon Junction - Umatilla County Line Section

Compliance with PPM 30-4 dated December 31, 1957 requested in our memorandum of December 3, 1965, as evidenced by Mr. Litchfield's letter of December 28, 1967 enclosing copy of letter endorsed by Umatilla Electric Cooperative Association dated December 19, 1967 is acknowledged.

Approval of reimbursement for the eligible portion of this utility adjustment is authorized effective this date.

NOTED
F.B. KLABOE

1-5-68

REFERRED TO
BY ASST. STATE HWY. ENGR.

RECEIVED
JAN 1 - 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 10M 6-67

RECEIVED
DEC 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-80N-5(18)157
6743

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 28, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Access Rights
Umatilla Electric Cooperative Association
Irrigon Jct.-Umatilla Co. Line Section
Old Oregon Trail Highway
Morrow County
Project No. I-80N-5(18)157
Contract No. 6743

Dear Sir:

Plea se refer to the last sentence in the second paragraph of your letter dated December 3, 1965 which indicated that Federal-aid participation on this adjustment would be withheld until it had been clearly established that the utility has not retained its access rights to its abandoned easement.

NOTED
F. B. KLABOE

Herewith you will find two copies of a letter to Umatilla Electric Cooperative Association dated December 19, 1967, with their endorsement to the effect that they have relinquished any access rights to the easement they abandoned by performing their relocation work on this project.

We feel this will comply with your request and will allow you to participate in this utility adjustment. Your concurrence will be appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:fw:ss
Enclosures

cc: F. B. Klaboe
Jack L. Sollis

RECEIVED
DEC 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 10M 6-67

RECEIVED
DEC 20 1967
FOR FILING

BOARD MEMBERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
REDMOND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-MN-5(18)157

6743

December 19, 1967

Umatilla Electric Cooperative Association
P. O. Box 1025
Hermiston, Oregon 97838

ATTENTION: Mr. R. L. Woolley

RE: Access Rights
Power Line Adjustment
Umatilla Electric Cooperative Association
Irrigon Jct.-Umatilla County Line Section
Old Oregon Trail Highway
Morrow County
Project No. I-80N-5(18)157
Contract No. 6743

Gentlemen:

Please refer to your estimate and sketch submitted with your letter of October 28, 1965 and our letter of January 20, 1966 which authorized you to proceed with the above-captioned work as of December 3, 1965.

The Bureau of Public Roads requires us to clearly establish the fact that you have relinquished all access rights to the easement that you abandoned by performing this work at State cost. Therefore, to clarify our file, would you please sign and return the enclosed copy of this letter as evidence that you have abandoned all access and easement rights within the highway right of way.

Should you have any questions regarding this matter, please call this office. Your cooperative is greatly appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

Abandonment of the easement rights herein referred to is hereby acknowledge.

Umatilla Electric Cooperative Association
By:

RECEIVED
DEC 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:ss:fw
bc: F. B. Klaboe
Jack Sollis
C. E. Payton

RECEIVED
NOV 13 1967
FOR FILE Hdqtr DC

...T OF COMMERCE
BUREAU OF PUBLIC ROADS

rc

FINAL REPORT

(PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	DIVISION
I-8(N)-5	(18)167 Final	Morrow	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO.
11-2-67	R. A. Nichols, Area Engr		I-80N-5(18)167
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACTING AGENCY	TIME ELAPSED	APPROVED EXTENSION(S)
11-7-66	3-30-67	100%	23 cal. days
CONTRACT TIME	LOCATION		
10-15-66	See below		

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.
There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Other remarks:

IRRIGON JUNCTION - UMATILLA COUNTY LINE SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, and Signing

The project began at Sta 296, about .5 mile east of the Irrigon Junction. From thence, the project proceeded easterly 8.9 miles to Sta 765+95.2, which is located on the Morrow - Umatilla County line, about .7 mile west of Ordnance.

The project work consisted of grading two lanes of highway and constructing a stone base plus an asphaltic concrete surfacing on these two lanes plus the widening and placement of asphaltic concrete overlay on the existing two lanes.

The contract specified that the work would be completed on October 15, 1966 and all the contract work was completed with the exception of the seeding and fertilizing on that date. The contractor was issued a Stop Order to prevent him from performing the seeding and mulching because of lack of moisture in the soil. He was allowed to complete the seeding and mulching on November 7, 1966. The time extension to November 7, 1966 was allowed for the aforementioned reasons.

(more)

NOTED
KLABOE

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

R. A. Nichols
R. A. Nichols
Area Engineer

Acceptance of the project is recommended.

RECEIVED
NOV 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

A. H. Parsons
Division Engineer

Project Accepted 11-2-67
Date

All the Price Agreements, Extra Work Orders, and State Force Orders which were approved have been discussed in previous reports.

Dimensional checks of the various complements of the road structure were made, and it was found that the dimensions reasonably conformed to the plan dimensions. The data obtained from the dimension checks are included in the Division office project file.

The estimated final cost of the contract items was $1,134,383 about 3 1/2% more than the original bid. The major overruns and underruns were discussed in the Final Inspection Report.

The material reports reviewed for both record and job control samples indicate materials used substantially met specification requirements.

RECEIVED
OCT 10 1967
Filed
I-80N-5(18)167
6743

October 9, 1967

1497

Mr. Kenneth E. Lewis
Peaut, Bigej and Company
Certified Public Accountants
4475 S. W. Scholls Ferry Road
Portland, Oregon 97225

Dear Mr. Lewis:

In reference to your letter of September 27, there appears to be some misunderstanding as to the location of the access road which you describe as parallel to the route of I-5, lying between Boardman and the first overpass easterly thereof, in Morrow County.

From your reference to an appropriation of $20,000 for the road, we assume the access road in question to be one proposed for construction southerly of and adjacent to I-80N, lying in Sections 23 and 24 of Township 4 North, Range 26 E., and Sections 19, 20, 28 and 29 of Township 4 North, Range 27 E., W.M. This road is proposed to be constructed from the Pole Line Road, located one mile east of the Paterson Ferry Road, thence easterly approximately 3.8 miles to a connection with an existing access road which was built in conjunction with the Ordnance Interchange construction in Umatilla County.

Morrow County proposes to construct the road by grading and oiling, and to thereafter maintain it. The State's participation in the project's costs is to be payment on the actual total cost of the oil mat surfacing up to a maximum amount of $20,000. This sum will be made available to Morrow County by the State upon completion of the project and upon request by the County.

The County is currently writing descriptions for the properties to be acquired for the ultimate construction. Information regarding the date of construction may be obtained from the Morrow County Court.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox
A. F. Parson

DNH:mm srb
cc: The Honorable Paul W. Jones
Judge, Morrow County

ORDNANC
DEP
RECEIVED

Patterson Ferry Road

Pole Line Road

Existing Frontage Road

Existing Frontage Road

PROPOSED FRONTAGE ROAD

R.25E.
R.27E.

MORROW CO.
UMATILLA CO.

EXHIBIT

Sketch Map

Scale 0

HAROLD FAUNT, C.P.A.
HERBERT R. BIGEJ, C.P.A.
KENNETH E. LEWIS, C.P.A.

HAROLD B. HUBBARD, C.P.A.
JAMES E. SCOTT, C.P.A.

FAUNT, BIGEJ & CO.
CERTIFIED PUBLIC ACCOUNTANTS
4475 S.W. SCHOLLS FERRY ROAD
PORTLAND, OREGON 97225
292-4485

SALEM OFFICE
805 LIBERTY STREET, N.E.
SALEM, OREGON 97301

Klamath

September 27, 1967

REFERRED TO
Admin.
BY SECRETARY

.6120
SEP 29 67

Oregon State Highway Department
Salem, Oregon 97310

Baker

80N

Gentlemen:

There was an appropriation of $20,000 to build an access road parallel to the Interstate 5 highway between Boardman and the first overpass east of Boardman located in Morrow County.

To date no construction or easements have been applied for. This road will be used by Andrews Brothers and they are concerned about when it will be built.

Would you please let me know what the Highway Department plans on doing in regard to this matter if the funds are still available.

Yours truly,

Ken Lewis

Kenneth E. Lewis

KEL:mb
cc - Andrews Bros.

RECEIVED
SEP 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 3 1967
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
SEP 28 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 11 1967
FOR FILING

I-80N-5(18) 1Ko.7

6743

April 10, 1967

The Fidelity & Casualty Company
of New York
160 Pine Street
San Francisco, California 94111

Gentlemen:

A post-final payment for $11,554.99 will be made to Rogers Construction, Inc., on Contract No. 6743 for grading, paving, and signing on the Irrigon Junction-Umatilla County Line Section of the Old Oregon Trail in Morrow County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,145,976.02 including the post-final payment. Of the total $6,132.58 is for force account work.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Rogers Construction, Inc.
11760 N.E. Glisan Street
Portland, Oregon 97220

Pallett, Fisher & Carlo, Inc.
1001 U.S. National Bank Building
Portland, Oregon 97204

C.H. Maison
Attn: John Herr

RECEIVED
APR 3 - 1967
FOR FILING

I-80N-5(18)341

6743

March 31, 1967

The Fidelity and Casualty Co.
of New York
160 Pine Street
San Francisco, California 94111

Gentlemen:

Contract No. 6743 awarded to Rogers Construction, Inc., for grading, paving and signing on the Irrigon Junction-Umatilla County Line Section of the Old Oregon Trail in Morrow County was completed on November 7, 1966, and accepted by the Highway Commission on March 30, 1967.

Final payment in the amount of $46,509.10 will be released to the contractor after April 7, 1967. The total contract amount is $1,134,421.43 including $6,132.56 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Rogers Construction, Inc.
11760 N.E. Glisan Street
Portland, Oregon 97220

Pallett, Fisher & Carlo, Inc.
1001 U.S. National Bank Building
Portland, Oregon 97204
L.H. Young

C.H. Maison
Attn: John Harr

RECEIVED
MAR 3 1 1967
FOR FILING

I-80N-5 (18) 341

6743

March 30, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 7, 1966, on Contract No. 6743. The contract was with Rogers Construction, Inc. and was for grading, paving, and signing on the Irrigon Junction-Umatilla County Line Section of the Old Oregon Trail (I-80N) in Morrow County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 30, 1967, and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
A. F. Parson

srb jw

RECEIVED
MAR 28 1967
FORM E-30 50M 10-66

FOR FILING

I-80N-5 (18) No. 7

6743

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 24, 1967

SUBJECT: Patterson Ferry Interchange
Irrigon Junction-Umatilla County Line
Old Oregon Trail Highway

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

NOTED
F.B. KLABOE

For your information, an estimate for constructing a diamond interchange at Patterson Road has been prepared. Using 25% allowance and 40% engineering and contingencies we arrive at a figure of $238,000. This does not include right of way which should be very reasonable. If constructed soon, we could probably beat that $238,000 figure.

A print of the plan is enclosed.

F.D. Morgan
Construction Engineer

By D.J. Barbee

D.J. Barbee
Assistant Construction Engineer

DNS:jr
Attach

RECEIVED
MAR 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 12 1967

I-82(4)-5(18)Ko7
6743

3-H
3-14-67

March 15, 1967

705.1

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting on March 14, 1967, considered your request for an extension of time on Contract No. 6743 on the Irrigon Junction-Umatilla County Line Section of the Old Oregon Trail in Morrow County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to November 7, 1966.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

ge

cc: A. F. Parson
L. C. Johnson
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

PROPERTY
I-82-1(6)
Location
I-84-1(6)147
4.1 Y-

February 2, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 1
March 14, 1967 meeting

Gentlemen:

Rogers Construction Company, contractor on the Irrigon Junction-Umatilla County Line Section of the Old Oregon Trail (I-80N) in Morrow County, Contract No. 6743, has requested an extension of the specified completion date to November 9, 1966. The contractor's request is based on step-work time.

All project work was completed on October 13, 1966, with the exception of the seeding and mulching. Because weather conditions were not conducive to good horticultural practice to provide for adequate germination for the seeding, a step-work order was issued by our Resident Engineer October 13, 1966. At that time, two calendar days remained of the original allotted time. The step-work order was rescinded effective November 7, 1966, and work was completed the same day.

I recommend that the specified completion date be extended to November 7, 1966. This will eliminate all liquidated damages. This is a Federal-aid Interstate project and we have Bureau of Public Roads concurrence.

This matter will be on the agenda for your consideration at the March 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
A. F. Parson

DES:fp bg

Form CO-121
(11-62)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 27, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(18)167
Irrigon Junction - Umatilla County Line Section
Request for time extension

This office concurs in the time extension proposed in your letter of January 26, 1967.

1-31-67
cc Morgan
Young
Mason

NOTED
R. L. PORTER

OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 50M 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24, 1967

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Irrigon Jct.-Umatilla County Line Section
Old Oregon Trail Highway
Contract No. 6743

Attached is a request from Rogers Construction Company, contractor on the subject contract, for an extension of 23 workdays. This contract has a specified completion date of October 15, 1966, so this request translates to a request for an extension to November 9, 1966.

All project work was completed on October 13, 1966 with the exception of the seeding and mulching. Because weather conditions were not conducive to good horticultural practice to provide for adequate germination for the seeding, a stop work order was issued October 13, 1966. At that time 2 calendar days remained of the original allotted time. The stop work order was rescinded effective November 7, 1966 and work was completed the same day.

Based on the stop work time, we recommend that the specified completion date be extended to November 7, 1966. This will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that an extension for the stop work time is justified. This is a Federal-aid Interstate Project.

Rough drafts of letters to the Bureau of Public Roads and Highway Commission are attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

DES:fp
Enc.
cc L. H. Young

RECEIVED
JAN 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6743 Contractor Rogers Construction Incorporated

Highway Old Oregon Trail

Section Irrigon Junction -Umatilla County Line

Kind of Work Grading, Paving and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Granted in accordance with Standard specifications for Highway Construction, 1964 Section 8-8

Extension justified by stop work time.

Recommended for Approval:

Alfred Shirley Jr.
Division Engineer

for
Construction Engineer or Bridge Engineer

J B Klabo
Assistant State Highway Engineer

State Printing 37939

Contract No.	6743
Project designation	I-80N-5(18)167 ~~FEDERAL~~ State-Federal
Date awarded	11-8-65
Work started	1-3-66
Per cent completed	100% 11-7-66 Date
Completion date ~~No. of Workdays Allowed~~	10-15-66
Completed ~~No. of Workdays Used~~	11-7-66
Request Extension to 11-7-66 ~~No. of Added Workdays Requested~~	23

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6743 Contractor Rogers Construction Incorporated

Highway Old Oregon Trail

Section Irrigon Junction -Umatilla County Line

Kind of Work Grading, Paving and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Granted in accordance with Standard specifications for Highway Construction, 1964 Section 8-8

Extension justified by stop work time.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 6743

Project designation I-80N-5(18)167 State-Federal

Date awarded 11-8-65

Work started 1-3-66

Per cent completed 100% Date 11-7-66

Completion date

No. of Workdays Allowed 10-15-66

Completed

No. of Workdays Used 11-7-66

Request Extension to 11-7-66

No. of Added Workdays Requested 23

State Printing 27030

E-320 (Rev.)—5M--5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 13, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to .....23..... days, within which to complete our Contract No. .....6743....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Job completion date schedule for		October 15, 1966
Letter - Shut Down Order		October 13, 1966
Leaving a balance of	(Days)	2
Letter rescinding Stop Work Order		November 7, 1966
Work Completed		November 8, 1966

Respectfully submitted,

ROGERS CONSTRUCTION, INC.
Contractor

By Chas McEnroe

CONSENT OF SURETY

Date January 16, 1967

We, FIDELITY AND CASUALTY COMPANY OF NEW YORK

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

FIDELITY AND CASUALTY COMPANY OF NEW YORK

Lord R Lesher
Attorney-in-fact

ATTORNEY

(SEAL)

Lord R Lesher
Resident Agent

RECEIVED
FEB 17 1967
FOR FILING

FEB 8 1967

32-12

Honorable Al Ullman
House of Representatives
Washington, D.C. 20515

Dear Mr. Ullman:

Under the long-established Federal-State relationship in Federal-aid highway matters it is the responsibility of the appropriate State highway departments to evaluate initially the location to which interchanges should provide access to adjacent areas and to establish the location proposed as being proper from the standpoint of public benefit and economic warrant. It would be appropriate, therefore, for Mr. Gurley of Irrigon, on whose behalf you wrote on January 25, to direct his recommendation for the addition of ramps to Interstate 80N at its grade separation with Patterson Ferry Road to the Oregon State Highway Department. He should also furnish the department with the factual data in support of his recommendation.

The design for Interstate Route 80N and its interchanges and grade separations to serve the Heppner Junction-Irrigon area were developed by the State after extensive studies. Our approval was given after we were satisfied that the State's design as proposed considers local needs and would meet the existing and probable future traffic needs and conditions in a manner conducive to safety. Copies of this correspondence are being furnished our field office in Oregon so that the interest in this interchange at the location desired by Mr. Gurley may be known.

Sincerely yours,

E. C. Turner

F. C. Turner
Acting Federal Highway
Administrator

REFERRED TO
Morgan
BY ASST. STATE HWY. ENGR
2-16

Enclosure
Transmitted Correspondence

RECEIVED
FEB 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]
[illegible]

[illegible]
[illegible], D.C.

Dear Sir:

[illegible] would like very much to do all you can to see that a cloverleaf is built at the Hopper Road junction with Highway 30.

At this time it is impossible for me to move out of the process of being built and the people I live by in Imlaystown and work at Hewitt's Oval [illegible] have to go to the Hopper Junction, to get to and return from work.

The expense will not be of any help to the farmers who live on the south side of the highway, as they will have to still travel to Highway 730 in order to go west or south, while those living east and south will have to travel a gravel road(which has to be built about four miles).

It seems a waste of money to put just an overpass when a cloverleaf could be built that would be of so much more service to the public, and at not much more expense than the access road.

The Ordnance Highway committee by here have to drive through the town of Imlaystown, if the overpass was built it would be much better route [illegible] after two.

I strongly urge you to do all you can to have the cloverleaf filed.

Yours Truly,

Gene M Gurley

PROJECT

Porter

Dragon Ore. 1
Feb. 1. 1962 67

State of Oregon
State Highway Dept
Salem Ore.

Dear Sir.

We urge you to do all you can to have a cloverleaf put at the junction of Patterson Ferry road and 80-N * 30-.

There are many persons who work at Ordnance and the time lost and the inconvience of going to the Heppner junction should be considered-

As I understand it there will not be much more expense to add a cloverleaf and it would certainly be better than the access road that will have to be built and

those who live south of 80 would still have to come to 130 in order to go south or west.

We feel that with the prospects of the land south of the highway being available there should be a cloverleaf.

Thank you.

Yours Truly,

Gene and Stella Hurley

RECEIVED
FEB 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Irrigon Junction Umatilla County Line

WEEK ENDING: February 4, 1967

SECTION PREFIX: 625-1045

HIGHWAY: Old Oregon Trail

COUNTY: Morrow

NAME OF JOB: Irrigon Junction-Umatilla County Line

KIND OF WORK: Grading, Paving and Signing

CONTRACTOR: Rogers Construction Inc.

CONTRACT NUMBER: 6743

FEDERAL AID PROJECT NUMBER: I-80N-5(18)167

DATE OF CONTRACT: November 8, 1965

DATE WORK STARTED: January 3, 1966

ESTIMATED COMPLETION DATE: November 7, 1966

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: _____ SUPERVISION: _____

SPECIFIED WORK DAYS: NA

WORK DAYS USED: NA

SPECIFIED CALENDAR DAYS: NA

CALENDAR DAYS USED: NA

SPECIFIED COMPLETION DATE: October 15, 1966

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 1,239,743.02

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 1,151,583.52

ENGINEERING AUTHORIZATION: $ 88,159.50

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,140,514.28

ENGINEERING COST TO DATE: $ 89,722.63

DATE PROJECT WAS COMPLETED: November 7, 1966

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 1 %

PERCENT OF AUTHORIZATION: 102 %

Semi-final submitted 12-21-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	8.90	8.90		8.90	8.90
MILES PARTIALLY COMPLETED					
MILES COMPLETED	8.90	8.90		0.25	8.90
TOTAL ESTIMATED QUANTITIES (CONTRACT)	499,000	267,000		180T 1180Y	69,300
TOTAL QUANTITIES CORRECTED TO DATE	455,820	271,000		4.2 T 35Y	69,030
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	455,820	271,000		4.2 t 35 Y	69,030 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	None				
HOURS PER SHIFT	None				

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			7
MONDAY	Overcast			3
TUESDAY	Overcast			BEN GIFFORD
WEDNESDAY	Cloudy			
THURSDAY	Cloudy			
FRIDAY	Overcast			
SATURDAY	Overcast			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Field party of two men completed setting of Reference mark paddle boards on Friday.

Mr. Shirley in office on Tuesday

FINAL REPORT

SIGNED L. C. Johnson LOCATION Hexamiston

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JAN 27 1967
FOR FILING

I-X-2-C(18)167

January 26, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Request for Time Extension, Irrigon
Junction-Umatilla County Line Section
Old Oregon Trail Highway
Project No. I-80N-5(18)167

We have received from Rogers Construction Company, contractor on the subject project, a request for an extension of the specified completion date to November 9, 1966. The contractor's request is based on stop work time.

All project work was completed on October 13, 1966, with the exception of the seeding and mulching. Because weather conditions were not conducive to good horticultural practice to provide for adequate germination for the seeding, a stop work order was issued October 13, 1966. At that time two calendar days remained of the original allotted time. The stop work order was rescinded effective November 7, 1966, and work was completed the same day.

Based on the stop work time ordered by our engineer, we recommend that the specified completion date be extended to November 7, 1966. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

DES:fp srb

RECEIVED
JAN 9 - 1967
FOR FILING
Const-2(18) 167
6743

January 9, 1967

Mr. Ernest Cramer
Route 1, Box 175
Hermiston, Oregon

Dear Mr. Cramer:

Your letter of January 2 posed several questions, answers for which we are unable to satisfactorily provide. As you know, the State did request approval from the Bureau of Public Roads to construct more facilities connecting to the Interstate freeway for local service between Ordnance and Rieth Hill.

With the diligent help of Judge Paul Jones of Morrow County and the other members of his Court, we were able to obtain Bureau of Public Roads' approval for the construction of the Paterson Ferry Road overcrossing structure. This structure will connect to the county road which runs in a north and south direction approximately one mile east of Paterson Ferry Road. We have not had any indications from the Federal Government that they will approve the construction of connecting legs that would make this crossing a full interchange.

Under the existing regulations that we must follow, there is nothing further that we can do at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
A. F. Parsen (Enc.)
F. D. Morgan

cc: The Honorable Paul Jones (Enc.)

FBK:erb

Rt. 1 Bx 175
Hermiston, Oregon
Jan. 2, 1967

State Highway Dept.
Salem, Oregon

Dear Sir:

We hear on the news that the State of Oregon leads the nation in bankruptcies and we can plainly see why the way this State is putting the freeways through without any concern or provisions for the farmer. There are a good many tons of hay back here besides ours and those farmers will be forced into bankruptcy soon if something isn't done. Or is the State of Oregon proud of their bankruptcy record andwant to add more so they can make the headlines again?

We own a 320 acre hay farm located south of highway 30 between Boardman and Ordnance. We are entirely dependent on hay buyers seeing our signs of "hay for sale" along the highway and then coming in to buy hay. Since you have fenced off our county road there hasn't been a new hay truck in to buy hay.

We raise approximately 1200 ton of hay every year and in past years that hay has been sold to farmers and hay haulers with trucks ranging from five to twenty-five ton loads and probably averaging twelve ton loads for the season. So you can see it takes a lot of truck loads to get the hay out of here.

We did contact a big hay hauler that we know to at least sell some of our hay. However we had to cut our price to $27 a ton to get him to haul over these roads and the longer distance. We should be getting Two to Three dollars more a ton for our hay than Klamath Falls and have always done so other years. All of us back here are irrigating from wells with very high pumping costs so a two to three dollar loss plus the fact we probaoly won't even be able to sell all of it, means we are speedily going to be forced into bankruptcy.

If we could get a full interchange on our county road it would solve our problem as the hay buyers would then be able to find us. We know the County Judge and the County Court have been trying to get this, in fact they come down now and then and can vouch for all the piles of hay back here that aren't being moved out and they know how desperate we are.

Just what is being done about it? Would the State be interested in buying this hay or paying damages on our loss? We have always sold our hay easily other years. Or would the State rather we go on relief, we are too old to start over again.

RECEIVED
JAN 4 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Yours truly,
Ernest Cramer

RECEIVED
DEC 28 1966
COMMISSIONERS
FOR FILING
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-5(18)167

6743

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 27, 1966

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W.G. Johnson

Gentlemen:

Re: Locked Gate Access Opposite
Highway Station 613+73
Irrigon Jct.-Umatilla County Line Section
Old Oregon Trail Highway
Morrow County
Project No. I-80N-5(18)167
Contract No. 6743
YOUR FILE: D-815-2-133

The request for a locked gate access contained in your letter of November 10, 1966 has been examined in the field by the State and the Bureau of Public Roads, and we have made the following findings:

1. The property lying north of the highway right of way and south of the Union Pacific right of way is not owned by the Union Pacific Railroad Company.

2. The Policy on Access Between Adjacent Railroads and Interstate Highways, dated 1960, states: "Adjacent freeways and railroads are those having a common right of way border with no other property between them. All reference to railroads in this Statement of Policy relates to existing operating railroad rights of way only...".

3. Available access to the railroad tracks may be obtained at the Patterson Ferry Road and Ordnance Interchange. A field inspection indicated that a dirt road on the south side of the tracks is traversable through the entire distance between the road and the interchange. This road is apparently being used by your forces at present, and therefore, the additional access does not appear to be necessary.

Based on these findings, the locked gate access must be denied.

NOTED
F. B. KLABOE

Very truly yours,

F.D. Lungren
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

RECEIVED
DEC 2[illegible] 1966
OFFICE OF
[illegible] ENGINEER

TWL:sg

cc: A.W. Parsons
F.B. Klaboe
D.H. Moehring
L.H. Young
A.F. Parson
J.W. Valentine

RECEIVED
DEC 9 - 1966
FOR FILING

I-8, 2(18) 167

Form CO-121 (11-63) (Prev. by A.O. 208-101)

UNITED STATES GOVERNMENT

Memorandum

6743

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 6, 1966

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(18)167
Irrigon Junction - Umatilla County Line Section
Locked Gate Access, Station 614+25

In reply to Mr. Litchfield's letter dated November 17, 1966, the captioned subject has been reviewed and the following is a summary of the findings:

1. Right of way between stations 599+00 and 656+85 was acquired from the Northern Pacific Railroad under parcel file no. 37576. The settlement included a payment of damages to the northerly remainder due to full control of access secured in a bargain and sale deed from the railroad.

2. The land for the proposed locked access gate is on a nonoperating right of way section of the railroad, and not adjacent to the access control line. The Policy on Access Between Adjacent Railroads and Interstate Highways, dated 1960, states, "Adjacent freeways and railroads are those having a common right of way border with no other property between them. All reference to railroads in this Statement of Policy relates to existing operating railroad rights of way only ..." Therefore the quoted portion of this policy in Mr. Litchfield's letter is not applicable to this case.

3. Available access to the railroad tracks may be obtained at the Patterson Ferry Road and Ordnance Interchange. A field inspection indicated that a dirt road on the south side of the tracks is traversable through the entire distance between the road and interchange. Apparently this road is being used by the railroad, therefore additional access does not appear necessary.

Based on the above, your request cannot be approved.

NOTED
F. B. KLABUE

12-9-66
REFERRED TO
Young - Litchfield
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date DEC 12 1966 By [illegible]
Title [illegible]
U.S.B.P.R. Bureau of Public Roads

Form A-108—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Irrigon Jct.-Umatilla Co. Line Date December 1, 19 66

Highway Old Oregon Trail Contract No. 6743 F. A. Project No. I-80N-5(18)167

County Morrow Prefix 625-1045 Account No. 290-03

Description of Work To Be Done:

Reimburse Prefix 625-1045 (I-80N-5(18)167) for 25% of value of 34 - 6"x6"-18' Painted Wood Sign Post.

Charge Prefix 7752-576

NOTED
F. B. KLABOE

Location by Station Numbers:

Maintenance storage at Hermiston.

Estimate of Quantities and Costs:

34 - 6"x6"x18' = $1,836 M FBM
Establish Cost $1,182.795 per M FBM

$2,171.61
25% $ 542.90 Reimbursable

Explanation: 36 additional sign posts were needed to mount Traffic Control Signs while project being constructed. Two were destroyed by vehicle accident, remaining 34 salvaged by State Forces, stored in maintenance storage at Hermiston. BPR memo from Nichols and Brooks - noted A. Shirley.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,239,743.08	
Present estimate of project cost, including $542.90 Cr. for work under this order	$1,239,743.02	
Expected under-run / over-run (amount)	$ 0	
Expected under-run / over-run (per cent)	0	

Submitted by: /s/ L. C. Johnson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ H. S. Coulter Asst. Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
NOV 22 1966
FOR FILING

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-5(18)167

6743

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 17, 1966

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Locked Gate Access - UPRR
Station 613+73
Irrigon Junction-Umatilla County Line Section
Old Oregon Trail Highway
Morrow County
Project No. I-80N-5(18)167
Contract No. 6743

Dear Sir:

Herewith you will find three copies of a letter and sketch map from the Union Pacific Railroad Company dated November 10, 1966, in which they request a locked gate access opposite Railroad M.P. 175.23, where the old county road intersects the highway right of way line. You will also find attached three copies of Sheet 13 of our construction plans and Sheet 1 of the Irrigon Jct.-Stanfield Junction Section, on which the position of this locked gate is shown.

The railroad states that they do not have an access between the Patterson Ferry Road and the Ordnance Interchange, a distance of nearly seven (7) miles. There are no other roads in the area other than this county road, which we are closing with the construction of the freeway. The Policy on Access Between Adjacent Railroads and Interstate Highways, dated 1960, states: "Where there are infrequent local roads or few highway-railroad crossings from which trail-type access roads are feasible, direct accesses between freeway and railroad may be permitted to result in a spacing of approximately four (4) miles."

It therefore appears that the railroad has a valid request for an access at this point. Please review the situation and advise if you concur in the establishment of a locked gate access for the railroad at this point.

Very truly yours,

F.D. Morgan
Construction Engineer
By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

cc: F.B. Klaboe
D.H. Moehring
L.H. Young
A.F. Parson
J.W. Valentine

RECEIVED
NOV 17 1966
OFFICE
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

NOVEMBER 10, 1966

File Ref. D 315 - 2 - 133

Routing

Morgan	Pease E
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
NOV 14 1966
CONSTRUCTION
DIVISION

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Irrigon Jct. - Stanfield Jct. Section
Old Oregon Trail Highway
Morrow and Umatilla Counties

In connection with the above-referenced Interstate Highway construction, the State has fenced across a road which formerly served the Ordnance Depot at Railroad MP 175.23 in location indicated on attached two copies of Railroad Division print dated October 20, 1966.

As a result the Railroad does not have access to its right-of-way for a distance of almost 7 miles between the Patterson Ferry Road and Interchange at Ordnance; therefore, it is hereby requested that the State approve the installation of a gate and establishment of an access point as indicated in yellow on the print. Will you please advise of the State's approval at your early convenience so t his condition can be corrected.

Yours very truly,

W. G. Johnson

enc.

NW 1/4 SEC. 19
T. 4 N., R. 27 E. W.M.

M.P. 175.23
723+44.7 & 24' Plank X-ing
723+44.26 P.C.C.

722+35.80 P.S.

N

Government Fence

WOOD GATE

8 7 6 5 4 3+00 2 0+70.0 No 10 120

Comm & Signal Line

GATE

723+31.7 X-Ing Sign.
20.8' Lt.

S

S CONTROL LINE

INSTALL 20' GATE

HIGHWAY

610

"W.B" LINE

615

HWY

"E B" LINE

RECEIVED
JAN 11 1967

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-5(18)167

1 1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 14, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 7, 1966, on Contract No. 6743, Irrigon Jct.-Umatilla County Line Section, in Morrow County, in connection with Federal-Aid Project No. I-80N-5(18)167.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: 12-5-66

Conditions noted on above date:

None

RECEIVED
JAN 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Young
1-11-67

A. W. Parsons
Division Engineer

By: G. R. Brooks

G. R. Brooks
District Engineer

to: Forrest Cooper
Vince Gallagher

STATE COPY

Monthly transaction number 11-51	FC PR-2A (RL 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project report number 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 10-24-66	County Morrow
Modification number 1		Project number I-80N-5(18)167

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 29, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,211,478	$ 1,215,622
Federal funds	$ 1,117,000.00	$ 1,119,000.00
Other revisions		

This modification is made for the following reasons:

Based on revised bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 28th day of October, 19 66.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Klabre

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund
Administrative Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal Aid
Project No. I-80N-5(18)167

IRRIGON JCT.-UMATILLA COUNTY LINE SECTION

OF THE OLD OREGON TRAIL HIGHWAY IN MORROW COUNTY

(Revised estimate as a basis for modification of project agreement. Based on revised bid item quantitites.)

Salem, Oregon, October 19, 1966

Type Code 6201
Roadway (Sta. 296+00 to Sta. 765+79.2)

Previous subtotal on estimate of 10-23-65			$1,101,343.80
Previous Estimate			
Watering	7,100 M-gals.	$2.00	$ 14,200.00
3/4" - 0 Material in Stone Leveling Course	26,800 tons	1.20	32,160.00
			$ 46,360.00
Revised Estimate			
Watering	16,500 M-gals.	$2.00	$ 33,000.00
3/4" - 0 Material in Stone Leveling Course	37,000 tons	1.20	44,400.00
			$ 77,400.00
		Net Increase	$ 31,040.00
		Subtotal	$1,132,383.80
		10% Engr. & Cont.	113,238.20
			$1,245,622.00

Length of Project - - - - - - - - - - - - 8.898 Miles
Cost of Roadway Per Mile- - - - - - - - $139,988.99

Federal Funds -	$1,149,000.00
State Funds -	96,622.00
	$1,245,622.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

STATE COPY

Form approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM FR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
1-11	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	*(PPM 21-7)*	COUNTY
5	12/9/65	Morrow
		PROJECT NO. I-80N-5(18)167

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Irrigon Jct.-Umatilla Co. Line Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-11-65	8.898
*OTHER *(Specify)* Utility	12-3-65	0.000

FUNDS Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,211,478.00	$ 1,117,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lobe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer DEC 29 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8908-P64

Oregon State Highway Department

Federal Aid
Project No. I-80N-5(18)167

IRRIGON JCT.-UMATILLA COUNTY LINE SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN MORROW COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 23, 1965

Type Code 6201
Roadway (Sta. 296+00 to Sta. 765+79.2)(Contract No. 6743)

Clearing and Grubbing	All Required			$ 35,000.00
Ditch Excavation, Unclassified	50	cu.yd.	$ 3.00	150.00
General Excavation, Unclassified	446,700	cu.yd.	0.25	111,675.00
Overhaul	40,000	C-yd.sta.	0.25	10,000.00
Finishing Roadbed and Slopes	8.9	miles	500.00	4,450.00
Trench Excavation	670	cu.yd.	3.00	2,010.00
Watering	7,100	M-gal.	2.00	14,200.00
Obliteration of Roadway	22	sta.	25.00	550.00
3/4" - 0 Material in Stone Leveling Course	26,800	ton	1.20	32,160.00
3/4" - 0 Aggregate in Prime Coat	1,180	cu.yd.	4.00	4,720.00
MC-250 Asphalt in Prime Coat	180	ton	45.00	8,100.00
RS-2 Asphalt in Tack Coat	22	ton	50.00	1,100.00
Plant-Mix Stone Base	203,200	ton	1.18	239,776.00
Bituminous Base Mixture	35,600	ton	2.90	103,240.00
Asphalt in Bituminous Base Mixture	1,600	ton	32.00	51,200.00
Class "B" Asphalt Concrete Mixture	69,200	ton	3.00	207,600.00
Asphalt Cement in Mixture	3,800	ton	32.00	121,600.00
12-inch Culvert Pipe	220	lin.ft.	2.60	572.00
15-inch Culvert Pipe	1,600	lin.ft.	3.00	4,800.00
18-inch Culvert Pipe	800	lin.ft.	3.80	3,040.00
24-inch Culvert Pipe	360	lin.ft.	6.25	2,250.00
15-inch Culvert End Sections	5	only	25.00	125.00
18-inch Culvert End Sections	35	only	30.00	1,050.00
24-inch Culvert End Sections	2	only	35.00	70.00
Concrete Inlets, Type G-2M	14	only	125.00	1,750.00
Type C, D & R Signs in Place	350	sq.ft.	3.55	1,242.50
Concrete Inlets, Type	12	only	250.00	3,000.00
Guide Posts, W-1	500	only	7.00	3,500.00
Guard Rail	3,000	lin.ft.	2.50	7,500.00
Type 2 Barricade	1,760	lin.ft.	2.60	4,576.00
Portable Barricade	5	only	100.00	500.00
Salvaging Type 2 Barricade	3,300	lin.ft.	0.55	1,815.00
Guard Rail-Salvaged Type 2 Barricade	550	lin.ft.	1.00	550.00

Type 2 Barricade-Salvaged	2,700	lin.ft.	$ 1.00	$ 2,700.00
Type 2 Barricade	6,400	rod	7.00	44,800.00
Type 2 Fence	5	only	100.00	500.00
16' Type 2 Single Gates	53,000	cu.yd.	0.90	47,700.00
Gravel Blanket	All Required			1,000.00
Furnishing Field Laboratory Bldg.	115	acre	28.00	3,220.00
Roadside Seeding	1,150	lb.	1.50	1,725.00
Grass Seed, Crested Wheatgrass	575	lb.	1.50	862.50
Grass Seed, Hard Fescue	575	lb.	2.00	1,150.00
Grass Seed, Big Sherman Bluegrass	460	cwt.	8.00	3,680.00
Inorganic Fertilizer (10-16-8)	All Required			1,000.00
Sign Support Footings	All Required			1,400.00
Single Sign Supports	All Required			1,100.00
Painted Wood Sign Posts	196	sq.ft.	6.30	1,234.80
Type "A" Signs in Place				$1,095,943.80
Flagging (5% of Contractor's Cost)	All Req.			$ 5,000.00
				$ 5,000.00

Utilities

Work by Umatilla Electric	All Required		$ 400.00
			$ 400.00
		Subtotal	$1,101,343.80
		10% Engr. & Cont.	110,134.20
		Total	$1,211,478.00

Length of Project - - - - - - - - - - - - - - - 8.898 miles
Cost of Roadway per Mile- - - - - - - - - - - $136,151.72

Federal Funds -	$1,117,000.00
State Funds -	94,478.00
Total- - - - - - -	$1,211,478.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

IRRIGON JCT.-UMATILLA COUNTY LINE

Project No. I-80N-5(18)167

Umatilla Electric Cooperative Association

Materials	$169.69
Labor	128.24
Overhead	25.65
Fringe Benefits	36.42
Equipment Costs	40.00
	$400.00

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(18)167

IRRIGON JCT.-UMATILLA COUNTY LINE SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 4, 1965

Type Code 6201
Roadway (Sta. 296+00 to Sta. 765+79.2)

Clearing and Grubbing	All Required			$ 25,000.00
Ditch Excavation, Unclass.	50	cu.yd.	$ 2.50	125.00
General Excavation, Unclass.	446,700	cu.yd.	0.35	156,345.00
Overhaul	40,000	C-yd.sta.	0.40	16,000.00
Finishing Roadbed & Slopes	8.9	mile	1,200.00	10,680.00
Trench Excavation	670	cu.yd.	3.00	2,010.00
Watering	7,100	M-gal.	3.00	21,300.00
Obliteration of Roadway	22	sta.	75.00	1,650.00
3/4" - 0 Material in Stone Leveling Course	26,800	ton	1.45	38,860.00
3/4" - 0 Aggregate in Prime Coat	1,180	cu.yd.	4.60	5,428.00
MC-250 Asphalt in Prime Coat	180	ton	50.00	9,000.00
RS-2 Asphalt in Tack Coat	22	ton	65.00	1,430.00
Plant Mix Stone Base	203,200	ton	1.45	294,640.00
Bituminous Base Mixture	35,600	ton	3.35	119,260.00
Asphalt in Bituminous Base Mixture	1,600	ton	35.00	56,000.00
Class "B" Asphalt Concrete Mixture	69,200	ton	3.45	238,740.00
Asphalt Cement in Mixture	3,800	ton	35.00	133,000.00
12-inch Culvert Pipe	220	lin.ft.	3.75	825.00
15-inch Culvert Pipe	1,600	lin.ft.	4.25	6,800.00
18-inch Culvert Pipe	800	lin.ft.	5.00	4,000.00
24-inch Culvert Pipe	360	lin.ft.	8.00	2,880.00
15-inch Culvert End Sections	5	only	35.00	175.00
18-inch Culvert End Sections	35	only	40.00	1,400.00
24-inch Culvert End Sections	2	only	55.00	110.00
Concrete Inlets, Type G-2M	14	only	185.00	2,590.00
Type "C", "D" & "R" Signs in Place	350	sq.ft.	4.25	1,487.50
Concrete Inlets, Type M	12	only	300.00	3,600.00
Guide Posts, W-1	500	only	7.50	3,750.00
Guard Rail	3,000	lin.ft.	2.50	7,500.00
Type 2 Barricade	1,760	lin.ft.	4.00	7,040.00
Portable Barricade	5	only	75.00	375.00
Salvaging Type 2 Barricade	3,300	lin.ft.	1.00	3,300.00
Guard Rail-Salvaged Type 2 Barricade	550	lin.ft.	1.50	825.00
Type 2 Barricade-Salvaged Type 2 Barricade	2,700	lin.ft.	1.25	3,375.00

Type 2 Fence	6,400	rod	$ 7.00	$ 44,800.00
16' Type 2 Single Gates	5	only	100.00	500.00
Gravel Blanket	35,400	cu.yd.	1.25	44,250.00
Furnishing Field Laboratory Building	All Required			500.00
Roadside Seeding	115	acre	125.00	14,375.00
Grass Seed, Crested Wheatgrass	1,150	lb.	0.80	920.00
Grass Seed, Hard Fescue	575	lb.	0.80	460.00
Grass Seed, Big Sherman Bluegrass	575	lb.	0.60	345.00
Inorganic Fertilizer (10-16-8)	460	cwt.	6.00	2,760.00
Sign Support Footings	All Required			200.00
Single Sign Supports	All Required			930.00
Painted Wood Sign Posts	All Required			700.00
Type "A" Signs in Place	196	sq.ft.	7.50	1,470.00
				$1,291,710.50
Flagging (57½ of Contractor's Cost)	All Required			$ 5,000.00
Utilities				
Work by Umatilla Electric	All Required			$ 800.00
Work by Pacific N.W. Bell	All Required			200.00
				$ 1,000.00
			Subtotal	$1,297,710.50
			10% Engr. & Cont.	129,770.50
			Total	$1,427,481.00

Length of Project - - - - 8.898 Miles
Cost of Roadway Per Mile- $270,356.25

Federal Funds -	$1,315,000.00
State Funds -	112,481.00
	$1,427,481.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-5(18)167

IRRIGON JCT.-UMATILLA COUNTY LINE SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN MORROW COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 23, 1965

Type Code 6201
Roadway (Sta. 296+00 to Sta. 765+79.2)(Contract No. 6743)

Clearing and Grubbing	All Required		$ 35,000.00
Ditch Excavation, Unclassified	50 cu.yd.	$ 3.00	150.00
General Excavation, Unclassified	446,700 cu.yd.	0.25	111,675.00
Overhaul	40,000 C-yd.sta.	0.25	10,000.00
Finishing Roadbed and Slopes	8.9 miles	500.00	4,450.00
Trench Excavation	670 cu.yd.	3.00	2,010.00
Watering	7,100 M-gal.	2.00	14,200.00
Obliteration of Roadway	22 sta.	25.00	550.00
3/4" - 0 Material in Stone Leveling Course	26,800 ton	1.20	32,160.00
3/4" - 0 Aggregate in Prime Coat	1,180 cu.yd.	4.00	4,720.00
MC-250 Asphalt in Prime Coat	180 ton	45.00	8,100.00
RS-2 Asphalt in Tack Coat	22 ton	50.00	1,100.00
Plant-Mix Stone Base	203,200 ton	1.18	239,776.00
Bituminous Base Mixture	35,600 ton	2.90	103,240.00
Asphalt in Bituminous Base Mixture	1,600 ton	32.00	51,200.00
Class "B" Asphalt Concrete Mixture	69,200 ton	3.00	207,600.00
Asphalt Cement in Mixture	3,800 ton	32.00	121,600.00
12-inch Culvert Pipe	220 lin.ft.	2.60	572.00
15-inch Culvert Pipe	1,600 lin.ft.	3.00	4,800.00
18-inch Culvert Pipe	800 lin.ft.	3.80	3,040.00
24-inch Culvert Pipe	360 lin.ft.	6.25	2,250.00
15-inch Culvert End Sections	5 only	25.00	125.00
18-inch Culvert End Sections	35 only	30.00	1,050.00
24-inch Culvert End Sections	2 only	35.00	70.00
Concrete Inlets, Type G-2M	14 only	125.00	1,750.00
Type C, D & R Signs in Place	350 sq.ft.	3.55	1,242.50
Concrete Inlets, Type	12 only	250.00	3,000.00
Guide Posts, W-1	500 only	7.00	3,500.00
Guard Rail	3,000 lin.ft.	2.50	7,500.00
Type 2 Barricade	1,760 lin.ft.	2.60	4,576.00
Portable Barricade	5 only	100.00	500.00
Salvaging Type 2 Barricade	3,300 lin.ft.	0.55	1,815.00
Guard Rail-Salvaged Type 2 Barricade	550 lin.ft.	1.00	550.00

Type 2 Barricade-Salvaged				
Type 2 Barricade	2,700	lin.ft.	$ 1.00	$ 2,700.00
Type 2 Fence	6,400	rod	7.00	44,800.00
16' Type 2 Single Gates	5	only	100.00	500.00
Gravel Blanket	53,000	cu.yd.	0.90	47,700.00
Furnishing Field Laboratory Bldg.	All	Required		1,000.00
Roadside Seeding	115	acre	28.00	3,220.00
Grass Seed, Crested Wheatgrass	1,150	lb.	1.50	1,725.00
Grass Seed, Hard Fescue	575	lb.	1.50	862.50
Grass Seed, Big Sherman Bluegrass	575	lb.	2.00	1,150.00
Inorganic Fertilizer (10-16-8)	460	cwt.	8.00	3,680.00
Sign Support Footings	All	Required		1,000.00
Single Sign Supports	All	Required		1,400.00
Painted Wood Sign Posts	All	Required		1,100.00
Type "A" Signs in Place	196	sq.ft.	6.30	1,234.80
				$1,095,943.80
Flagging (57½ of Contractor's Cost)	All	Req.		$ 5,000.00
				$ 5,000.00

Utilities

Work by Umatilla Electric	All	Required	$ 400.00
			$ 400.00

Subtotal	$1,101,343.80
10% Engr. & Cont.	110,134.20
Total	$1,211,478.00

Length of Project - - - - - - - - - - - - - - - 8.698 miles
Cost of Roadway per Mile- - - - - - - - - - - $136,151.72

Federal Funds -	$1,117,000.00
State Funds -	94,478.00
Total- - - - - - -	$1,211,478.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

IRRIGON JCT.-UMATILLA COUNTY LINE

Project No. I-80N-5(18)167

Umatilla Electric Cooperative Association

Materials	$169.69
Labor	128.24
Overhead	25.65
Fringe Benefits	36.42
Equipment Costs	40.00
	$400.00

RECEIVED
OCT 10 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-5(18)167
671.3

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 7, 1966

Colonel Herman P. Hoplin
Ord Corps
Department of the Army
Umatilla Army Depot
Hermiston, Oregon 97838

Dear Sir:

Re: Ordnance Interchange, Morrow
County Line-Stanfield Junction
Umatilla County
Your File: AMXUM-DS

Your letter of September 28 requesting the reinstallation of the blinking red/amber light at the temporary entrance of the Umatilla Army Depot Road onto Interstate 80N has been reviewed.

I am advised that this will be done as soon as the necessary arrangements can be made.

Thank you for bringing this to my attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
F. B. Crandall
A. F. Parson (Enc.)

NOTED
TOM EDWARDS

RECEIVED
SEP 14 1966

For Files

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

September 2, 1966

Original signed by
T. Dec 08-35-BA
Eng. Coordinator

A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

Oregon Project I-/OR-5(18)167
Irrigon Junction - Umatilla County Line Section
Old Oregon Trail Highway
State Forces Work Order No. 2

Reference is made to Mr. Young's letter of August 8, 1966, concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-4.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $2,536 with Federal participation of $2,329.

Enclosure

Orig to Young
w/Encl.
9-14-66

Form A-106—8M

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional R/Ws are required.
Date 3 By O. L. Lu
1966 Tr. Eng. Coordinator
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Irrigon Jct.-Umatilla Co. Line Date July 28, 1966

Highway Old Oregon Trail Contract No. 6743 F. A. Project No. I-80N-5(18)167

County Morrow Prefix 625-1045 Account No. 278-02

Description of Work To Be Done:

Center Line & Shoulder Striping

Location by Station Numbers:

Engr. Sta. 296+00-765+79.2

Estimate of Quantities and Costs:

24 mil of center line striping 4" skip line	@ $29.00/mi. = $	696.00
40 mi. of shoulder striping 3" shoulder line	@ 46.00/mi.	1,840.00
	Total $	2,536.00

(Agreed unit prices.)

Explanation:

This is permanent roadway striping. A sufficient amount of money remains from the deletion of seeding and mulching on Project U-318(10) to cover the costs of this striping.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,239,743.02
Present estimate of project cost, including $ 2,536.00 for work under this order	$1,239,743.02
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. C. Johnson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ H. S. Coulter, Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

State Printing

RECEIVED
SEP 6 - 1966
FOR FILING

DR LAG 34 9-2-66 2407

PLAIN

RE. DILLON JUNCTION-IMATILLA LINE SECTION CONTRACT NUMBER 6743 .
THIS SECTION OF HIGHWAY WAS OPENED AT NOON THIS DATE.

SPEED
TO
FROM

E
m

NOILD
F.B. KLABOE

Form B-200- 6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required
Aug 7 1966 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Irrigon Jct.-Umatilla Co. Line Date August 30, 1966

Highway Old Oregon Trail Contract No. 6743

County Morrow Prefix 625-1045

Contractor Rogers Construction Inc. F. A. Project No. I-80N-5(18)167

Address 11760 N.E. Glisan St., Portland, Oregon Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install double 16' gates in south R/W fence.
Station 724 (Chapman's) & Station 750± (Braat's)

Location by station numbers:

Rt. 724+00
Rt. 750±

Estimate of quantities and cost:

Labor	$ 70.00
Equipment Rental	30.00
	$100.00
+15%	15.00
Total	$115.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Necessary work is not covered by Contract Bid Items.
Verbal approval to install additional gates.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,239,743.02
Present estimate of project cost, including $ 115.00 for work under this order	$1,239,743.02
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ S. C. Johnson, Resident Engineer

Approval Recommended: /s/ John A. Bond, For Construction Engineer or Resident Engineer

Approval Recommended: /s/ Alfred Shirley, Jr., Asst. Division Engineer

Approved /s/ L. H. Young, State Highway Engineer or Office Engineer.

State Printing

1/8/1967 F.J.J.L.C

RECEIVED
AUG 8 - 1966
FOR FILING

August 8, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 278 covering permanent center line and shoulder striping on the Irrigon Junction-Umatilla County Line Section of the Old Oregon Trail Highway in Morrow County, Contract No. 6743 in connection with Federal-Aid Project No. I-84-5(18)167.

This work is necessary for the protection and guidance of the travelling public.

The contractor does not have the equipment or personnel to do this work. The State has trained personnel and specialized equipment to do the work more economically and expeditiously than by separate contract.

The work is to be done at agreed unit prices and sufficient funds remain from deletion of seeding and mulching on the Vista Ridge Tunnel Project, I-318(14), to cover the cost without increasing total State Force work.

This work was tentatively recommended for approval by the BPR Area Engineer August 3, 1966. Your approval as of that date, under the provisions of PR#21-6-2, on actual cost basis is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:ak

Form R-301—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 9 1966 By [signature] Dist. Engineer
U.S. Bureau of Public Roads

Project Name Irrigon Jct.-Umatilla Co. Line Date 7-28-66, 19

Highway Old Oregon Trail Contract No. 6743

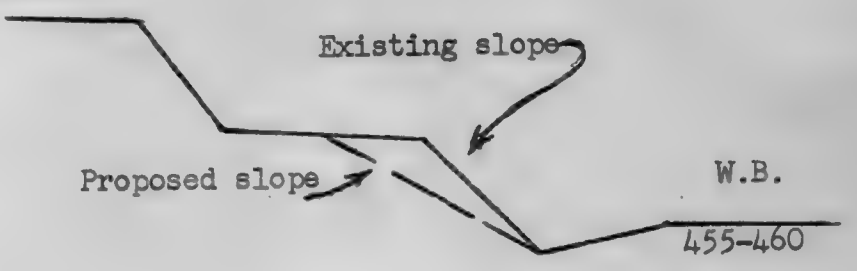
County Morrow Prefix 625-1045

Contractor Rogers Construction, Inc. F. A. Project No. I-80N-5(18)167

Address 11760 N.E. Glisan St., Portland, Oregon Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Slope cut bank north of W.B. 455-460
See sketch.
Work has not been started.



Location by station numbers: W.B. 455-460

Estimate of quantities and cost:

Labor		$100.00
Equipment		300.00
		$400.00
	+15%	60.00
Total		$460.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work not covered in contract.
Verbal approval by R.A. Nicholes of the B.P.R.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,239,743.02
Present estimate of project cost, including $460.00 for work under this order	$1,239,743.02
Expected under-run / over-run amount	$ —
Expected under-run / over-run per cent	—

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. C. Johnson
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer or [illegible]

Approval Recommended: /s/ Alfred Shirley, Jr.
Division Engineer

Approved /s/ L. H. Young
[illegible] State Highway Engineer
[illegible] State Highway Engineer or
Office Engineer.

State Printing

RECEIVED
JUN 13 1966
FOR FILING
I-80N (18) 167
STATE COPY
6743

477 Cottage Street NE.
Salem, Oregon 97301

June 7, 1966

08-35-DA

Herman P. Hoplin, Col, Ord Corps
Commanding Officer
Umatilla Army Depot
Hermiston, Oregon 97838

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-80N-5(21)176, Ordnance Interchange Signing

Your letter, dated 13 May, commented on the proposed signing for the Ordnance Interchange. You specifically refer to the fact that the Interchange signs seems to have been arbitrarily limited to highway shoulder signs.

The standards used for signing the national system of interstate and defense highways have been established by the American Association of State Highway Officials. The current standards were approved by the Bureau of Public Roads on December 16, 1960.

Under controlling legislation for Federal-aid projects the States have the prerogative of initiating action in all stages of development of highways. This includes studies to determine the location and design criteria, preparation of plans, acquisition of rights of way, awarding of contracts and supervision of construction. The Bureau of Public Roads reviews the State's proposals at each stage to insure efficiency and economy in the expenditure of public funds.

The State presented preliminary signing plans for the Ordnance Interchange to this office for our review and approval. It is our understanding that these plans had been discussed with local city and county officials and representatives of the Army Depot at a meeting on December 28, 1965. This fact was verified by your letter to the State dated January 21, 1966. As a result of this meeting several minor changes were made in the destination signing.

We do not believe that the situation at the Ordnance Interchange warrants the use of overhead signing. We are enclosing a Zerox copy of pages 11 and 12 of the AASHO Manual for Signing and Pavement Marking of the National System of Interstate and Defense Highways, which clearly indicate the warrants for the use of overhead signing.

(more)

REFERRED TO
Edwards - Young
BY ASST. STATE HWY. ENGR
6-13-66

The only warrant that could apply would be No. 9, High Speed of Traffic, and we do not believe that this factor could be governing on this rural section of freeway.

For your information we are enclosing a study copy of the interchange signing that was approved by the State and this office.

Enclosure

cc:
OSHD
Region w/ Army letter and plans

RECEIVED
JUN 8 - 1966
FOR FILING

I-Mon-5(18)187

6743

JUN 2 1966

32-10

Honorable Al Ullman
House of Representatives
Washington, D. C. 20515

Dear Mr. Ullman:

In further reference to your letter of April 29, we are pleased to report that the State's request for a grade separation structure on Interstate Route 80N at Paterson Ferry Road and a connecting frontage road to County Road 181 has been approved and that Federal-aid Interstate funds have been authorized to participate in the necessary construction.

Sincerely yours,

REX M. WHITTON
Rex M. Whitton
Federal Highway Administrator

NOTED
C. B. RUDDE

REFERRED TO Coy - Morgan - Gaines
Asst. State Hwy. Engr. (Plan.)
By Asst. State Hwy. Engr. 6-7-66

RECEIVED
JUN 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 3 - 1966
FOR FILING

Form CD-121
(11-63)
(Prss. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-8CN-5(18)167
6743

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 1, 1966

In reply refer to: 08-35-DB

SUBJECT: Oregon Project I-80N-5(18)167
Irrigon Junction - Morrow County Line Section
Paterson Ferry Road Overcrossing

We are pleased to inform you that the request in Mr. Klaboe's letter dated January 25 to construct with FAI funds the Paterson Ferry Road overcrossing, and frontage road connecting to the Pole Line Road has been approved.

The additional work could be included in the structures contract for the Morrow County Line - Stanfield Junction Section now scheduled for September 1 bid opening date. The road section utilized for this proposed frontage road and structure should be compatable with the counties new construction on Pole Line Road.

orig
REFERRED TO
Parsons
BY ASST. STATE HWY. ENGR.

Can use as bridge needs?
our project is now working up against map.

cc Young 6-3-66
Coy
Tongue
Parsons

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 2 - 1966
FOR FILING
I 80N-5(12)167
6743

MAY 12 1966

32-12

Honorable Al Ullman
House of Representatives
Washington, D.C. 20515

Dear Mr. Ullman:

In further reference to your April 29 letter, we are pleased to report that we have approved the State's request for permission to construct a grade separation structure over I-80N and a frontage road connecting Patterson Ferry Road and County Road 181 in Morrow County, Oregon.

Sincerely yours,

REX M. WHITTON

Rex M. Whitton
Federal Highway Administrator

Bjp

RECEIVED
MAY 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

6/1/66
Ltr. advising that I forwarded copy to Paul Gow... Fink

Form E-308—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Continued under ... Section of ...
... Road
MAY 5 1966
... Engineer
Dist. ... Engr.
U.S. ...

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Irrigon Jct.-Umatilla Co. Line Date April 26, 1966

Highway Old Oregon Trail Contract No. 6743

County Morrow Prefix 625-1045

Contractor Rogers Construction Inc. F. A. Project No. I-80N-5(18)167

Address 11760 N.E. Glisan St., Portland, Oregon Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Traffic control signing other than that set up in the contract.

These signs are "post mounted" as indicated on pages 125 and 127 of the Uniform Traffic Control Devices, OSHD technical Bulletin No. 24 and any guide signs as specified in the Standard Specifications.

Location by station numbers:

270-313 Stages 1, 2 & 3.
720-780 Detour & T. R. line.

Estimate of quantities and cost:

Labor	$1,500.00
Material	750.00
15%	337.50
Total	$2,587.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Funds have not been provided for in Contract. It is too difficult to determine the amount of work. Therefore it is necessary to set up an Order for Extra Work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,239,743.02	
Present estimate of project cost, including $2,587.50 for work under this order	$1,242,330.52	
Expected under-run / over-run amount	$2,587.50	
Expected under-run / over-run per cent	0.02	

Submitted by: /s/ L.C. Johnson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ H.S. Coulter, Asst. Division Engineer

Approved: /s/ L. H. Young, Division Engineer or Office Engineer.

SP-6251-134

Orig & Three 6-2

RECEIVED
APR 18 1966
FOR FILING

I-80N-5(18) 167
6-143

April 18, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering salvage and reinstallation of wood gate and gate posts on the Irrigon Jct.-Umatilla Co. Line Section of the Old Oregon Trail Highway in Morrow County, Contract No. 6743 in connection with Federal-Aid Project No. I-80N-5(18)167.

This Extra Work Order is prepared to cover cost of salvaging and reinstalling wood gate and posts outside the old R/W. The new R/W will eliminate property owners means of movement between two fields. The gate will be reinstalled outside the new R/W in existing fence between the two fields.

This extra work was tentatively recommended for approval by the BPR Area Engineer, pending further review as to eligibility. The Field was authorized to proceed on February 2, 1966, and your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HER:jb

RECEIVED
MAR 17 1966

I-80N-5(18)167
6243

503

March 17, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Irrigon Junction-Umatilla
County Line Section,
I-80N-5(18)

Dear Sir:

Reference is made to your Memorandum dated February 15 regarding the Paterson Ferry Road Underarrossing on the above section. A small scale map has been prepared showing the existing roads, the proposed road closures, and the proposed new construction.

You will note that by taking Paterson Ferry Road over the freeway and constructing one mile of frontage road east along the south side of the existing highway, Paterson Ferry Road and County Road No. 161 would be connected. County Road No. 161 is being reconstructed by the County to a 26-foot top width with a crushed rock surface for all-weather use. This connection would serve a large area south of I-80N that has potential development possibilities and maintain continuity of travel over the existing county roads.

There is a grain elevator located near the end of Paterson Ferry Road at the Columbia River. Should the area south of the highway develop with irrigation, as proposed, the Paterson Ferry Road to County Road No. 161 connection would probably generate more traffic than anticipated.

For the reasons stated in letters of November 4, 1965, and January 25, 1966, and the reasons stated herein, it is requested that you approve the structure at Paterson Ferry Road and one mile of frontage road easterly to County Road No. 161 in order to keep this section of the county road system in operation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Klaboe
Assistant State Highway Engineer

(w/map) The Hon. Paul Jones
cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox
A. F. Parson

DEK:fp srb

Enclosure

Form CD-121 (11-63) (Prcs. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 9, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(18)167
Irrigon Jct. - Umatilla County Line

Mr. Klaboe's letter dated March 7 informed this office that Morrow County was completing a 5-mile segment of the Pole Line Road construction that will form a link with the proposed Patterson Ferry Road.

Judge Jones' letter dated March 4 states that Morrow County had agreed to build this road with the understanding that the Bureau of Public Roads would consent to construct a frontage road on the south side of I-80N to the Patterson Ferry Road with an overpass or exchange at that point.

It should be pointed out that the administrator of Public Roads has reserved the authority to approve future road separations, and future interchanges on any portion of the Interstate system, subsequent to the approval of the initial PS&E for construction of that segment.

This was pointed out at the January meeting; however, District Engineer Brooks of this office did state that he would be willing to recommend that approval be granted for the construction of an overpass if there was a positive commitment to concurrently construct some of the proposed road system southerly of the freeway. This point was emphasized by Mr. Cox of your office just prior to the termination of the meeting.

Our memorandum to you dated February 15 asked for further information concerning the request for an overcrossing at Patterson Ferry Road. We are awaiting that information prior to taking further action on this matter.

REFERRED TO
By Asst. State Hwy. Engr.
3-14-66

CC Judge Jones
sent 3-14-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: February 15, 1966

08-35-DA

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(18)
Irrigon Junction - Umatilla County Line Section
Patterson Ferry Road Overcrossing

Reference is made to your letter of January 25, 1966.

In order to facilitate the full review of the subject matter, it is requested that you furnish a clear map showing carefully the existing traffic patterns that have been disrupted, the nature of the accesses that have been severed, both in type and volume of traffic, and a clear explanation of how the proposed improvement is to restore the disruption purportedly caused by the Interstate improvement.

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
FEB 21 1966
CONSTRUCTION
DIVISION

Pease
Morrison
Trout
Scott
Wills
Litchfield
Olson

NOTED
F. B. KLABOE

orig to Barbee
copy to Young
2.21.66

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

January 25, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Irrigon Junction-Umatilla
County Line Section,
I-[illegible]-5(18)

Dear Sir:

At the P. S. and E. stage of this project a very important segment of the county road system was overlooked.

I refer to the enclosed copy of a sketch map showing a county road designated as Paterson Ferry Road and another county road designated as Pole Line Road No. 181. These roads have been in existence for many years. For instance, the right-of-way for Road No. 181 was purchased in 1904. Prior to this project, which converts the existing Old Oregon Trail Highway, [illegible], to freeway standards, these two roads served a large area of the county, utilizing approximately one mile of the state highway as a connecting link.

Paterson Ferry Road is a paved highway. County Road No. 181 is not paved. It is, however, being reconstructed to a 26-foot top width with a crushed rock surface for all weather use. I enclose a copy of a letter to me dated January 14 signed by all the members of the County Court bringing this matter to our attention. I enclose also a photograph taken January 13 showing the improvements now being made to the road.

It is considered vital by the State Highway Department and the County Court that this route be perpetuated in order to provide mail service, fire protection service, school bus service and farm-to-market service.

Your attention is also directed to the fact that the proposed undercrossing of I-[illegible] will be located approximately three miles easterly of the Irrigon Interchange and approximately six miles westerly of the Umatilla Ordnance

Depot Interchange. There are no other separation structures located between these two interchanges and it is felt that a major hardship would be imposed on the County without this facility.

Since this was an oversight on the part of all concerned, we request that the undercrossing structure at the south end of Paterson Ferry Road and one mile of frontage road easterly to County Road No. 151 be approved for construction with "I" funds in order to preserve the continuity of the county road system. If you need further information, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enclosures

cc: The Hon. Paul Jones, Morrow County Judge
Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox

1-27

FORM S-30X—80M—7-64 SP 18230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
January 24, 1966

SUBJECT:

To: Mr. H. S. Cox
County-City Engineer
B U I L D I N G

I enclose a copy of a letter from the Morrow County Court concerning their request for better access in the Irrigon Junction to Umatilla County Line Section.

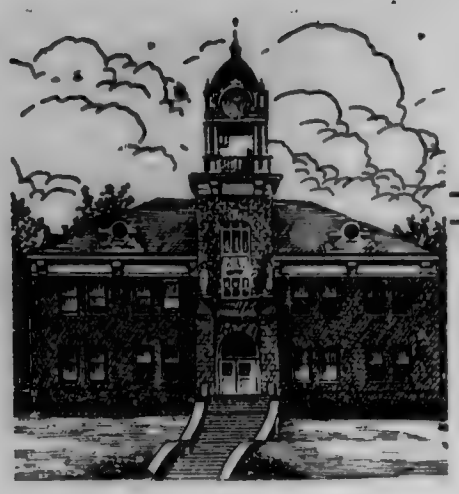
Please put together a transmittal for presentation to the Bureau of Public Roads requesting a structure at the Patterson Ferry Road and a frontage road southerly of the existing facility in an easterly direction for about one mile to the Pole Line Road.

ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb
Encl.

cc: Mr. Victor D. Wolfe



MORROW COUNTY COURT

PAUL W. JONES, Judge
Heppner, Oregon

E. O. FERGUSON, Commissioner
Heppner, Oregon

WALTER HAYES, Commissioner
Boardman, Oregon

Heppner, Oregon
January 14, 1966

Mr. E. B. Klaboe
Oregon State Highway Department
Salem, Oregon

Dear Sir:

The Morrow County Court would like to review very briefly the road situation as it exists in the north end of Morrow County and, in particular, in regard to county road No. 181 known as the pole line road. This road has been in existence since 1904 and our records show a rightaway of sixty feet as of that year. This road presently connects County road No. 508 to Highway 30 in northern Morrow County. (See attached map.) In addition, this road bisects the desert area of the northern part of the county.

This road was considered by the County Court and the Planning Commission as the one most vitally needed for widening and straightening and of major importance upon which to build a road grid system for this area. As a matter of fact we are presently engaged in constructing five miles of road and plans call for a rock base road and crushed rock surface with a road width of twenty-six feet, which will provide an all weather, all year, road. This was considered imperative to the economy of the area. It will improve the access to Highway 30 for people living in this north end of the county for a number of reasons. Among them is access to mail boxes presently on Highway 30.

It gives the people living here a market road for hay and other products. In addition, it will provide a school-bus route which is expected in the future. One of the primary reasons, of course, that it is needed is because of fire protection. This is an area very susceptible to desert fires and fire protection access is of extreme importance.

In a conversatinn today with Mr. Dean Loney, an attorney from Kennewick representing the Portland group of people who have made desert entry applications on the B.L.M. land both north and south of Highway 30, in Morrow County, he indicated that if their entries are recognized, they would have water on this land in 1967.

All details of actual usage have been submitted to your office previous

to this time and I will not bother you with repetitions.

Therefore, the Morrow County Court urges the State Highway Department to prevail on the Bureau of Public Roads to build this requested frontage road and overpass to the Patterson Ferry road.

Sincerely,

MORROW COUNTY COURT

Paul W. Jones
Judge

E. C. Gentemann
Commissioner

Glenn W. Hayes
Commissioner

PWJ:mb

RECEIVED
JAN
STATE ENGINEER

RECEIVED
JAN 18 1966
OREGON
STATE HIGHWAY COMMISSION

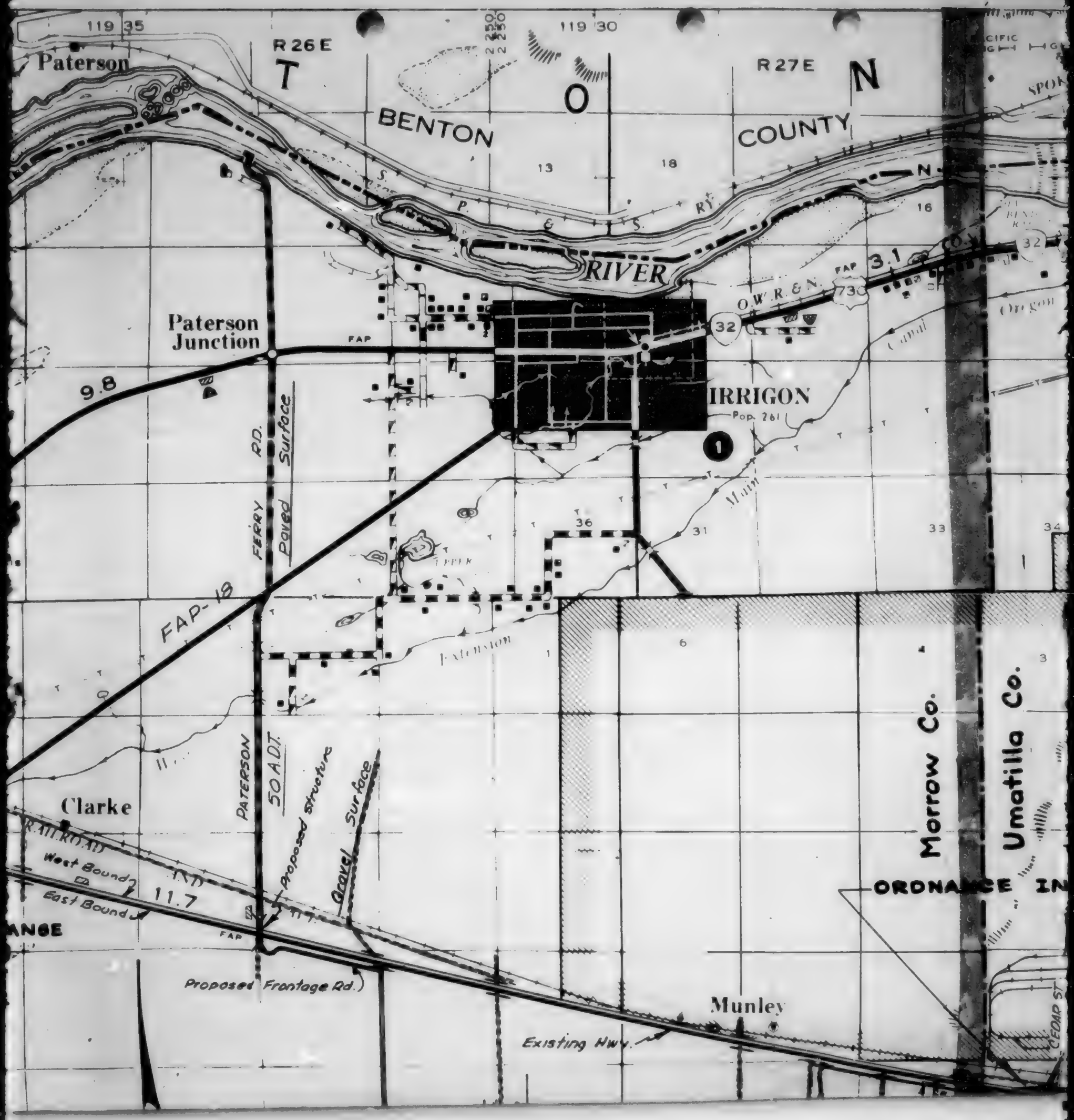
OREGON STATE HIGHWAY DEPARTMENT

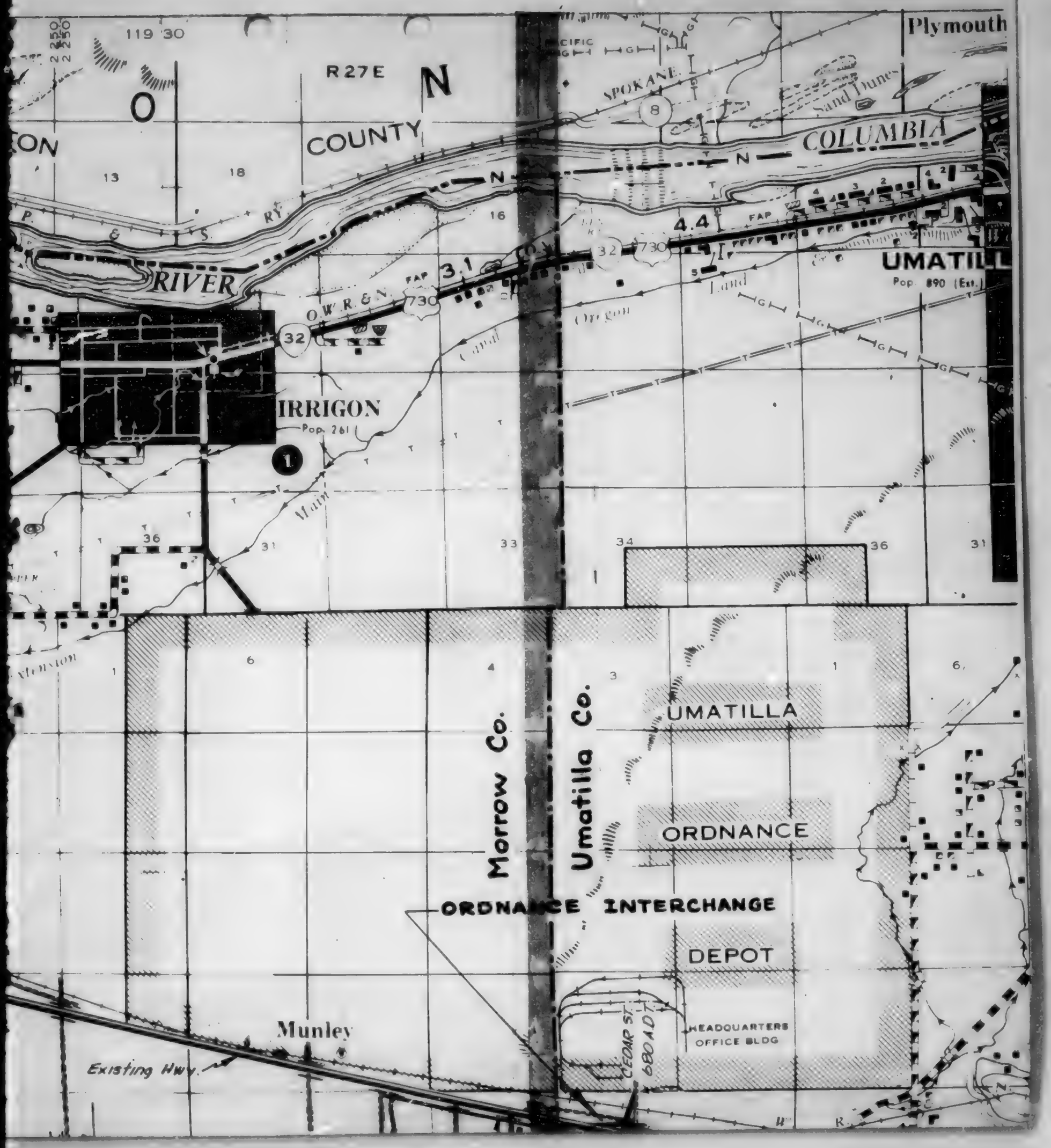
SKETCH MAP

IRRIGON INTER.~ ORDNANCE INTER.

Morrow & Umatilla Counties
Rural Design
March, 1966

Paterson
Ridge
Ridge
RAILWAY
ISLAND
BLALOCK
Coyote Island
BOARDMAN
Pop 134
Boardman Junction
Clarke
RAILROAD
INTERSTATE
West Bound
East Bound
IRRIGON INTERCHANGE
BOARDMAN OASIS STATE PARK
Main
Extension
OREGON
WASHINGTON
9.8
11.7
FAP
FAS
AID
730
32
30
G
L
N


119 35
119 30
R 26 E
R 27 E
T
O
N
Paterson
BENTON
COUNTY
13
18
16
S. P. & S. RY.
N.
RIVER
O.W.R.&N.
FAP 730
3.1
32
Oregon
Canal
Paterson Junction
FAP
9.8
P.D.
FERRY
Paved Surface
IRRIGON
Pop. 261
1
36
31
33
34
1
6
4
3
Main
Upper
Paterson
FAP-18
PATERSON
50 A.D.T.
Proposed structure
Gravel Surface
Clarke
R.R. Road
West Bound
East Bound
11.7
FAP
Proposed Frontage Rd.
Munley
Existing Hwy.
Morrow Co.
Umatilla Co.
CEDAR ST.


Plymouth
R27E
N
COUNTY
COLUMBIA
SPOKANE
Sand Dunes
RIVER
O.W.R.&N.
FAP
3.1
4.4
730
32
UMATILLA
Pop. 890 (Est.)
Land
Oregon
IRRIGON
Pop. 261
Canal
Morrow Co.
Umatilla Co.
UMATILLA
ORDNANCE
ORDNANCE INTERCHANGE
DEPOT
HEADQUARTERS
OFFICE BLDG
CEDAR ST.
680 A D T
Munley
Existing Hwy.

BOARDMAN
Pop 134

Boardman Junction

Clarke

IRRIGON INTERCHANGE

BOARDMAN OASIS STATE PARK

RAILWAY

Coyote Island

BLALOCK

OREGON

WASHINGTON

RAILROAD

INTERSTATE

West Bound

East Bound

11.7

30

32

730

FAP

AID

Extension

80A.D.T.

RD.

RANGE

BOMBER

LEGEND

- Proposed Hwy.
- Existing Hwy.
- Proposed Frontage Roads
- Existing Roads
- Roads to be Severed
- Proposed Structures
- Proposed Interchange

Umatilla Co.

Morrow Co.

ORDNANCE INT

CEDAR ST
680 ADT

Gravel Surface
Co. Rd.

PUBLIC RD.

Proposed Frontage Rd.

Munley

Existing HWY

Exist Rd.

5 A.D.T.

Gravel Surface

Co. Rd. No 181

Crushed Rock Surface

Proposed Frontage Rd.

Proposed structure

Gravel Surface

50 A.D.T.

PATERSON

FERRY RD.
Paved Surface

FAP-19

Clarke

West Bound

East Bound

11.7

FAP

Pod. 261

1

36

31

33

34

36

31

6

3

1

6

Morrow Co.

Umatilla Co.

UMATILLA

ORDNANCE

ORDNANCE INTERCHANGE

DEPOT

CEDAR ST.

ROAD

HEADQUARTERS
OFFICE BLDG

Munley

Existing Hwy.

S.A.D.T.

Gravel Surface

Proposed Frontage Rd

PUBLIC RD

Gravel Surface
Co. RD.

U. P. R.

WESTLAND
GRANGE

FEDERAL

3

ORDNANCE

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3

6

Exist. Rd.

Form B-000—000

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project [illegible] and [illegible] funds and [illegible]
Date MAR 17 1966 [signature]
Title Div. Engineer
U.S. Bureau of Public Roads

Project Name Irrigon Jct.-Umatilla Co. Line Date March 7, 1966

Highway Old Oregon Trail Contract No. 6743

County Morrow Prefix 625-1045

Contractor Rogers Construction, Inc. F. A. Project No. I-80N-5(18)167

Address 11760 N. E. Glisan St., Portland, Oregon Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reimburse contractor for additional clearing work.

Location by station numbers:

Sta. 391-400, 536-548, 486-522 North Slope
Sta. 390-399 South Slope

Estimate of quantities and cost:

Labor	$200.00
Equipment	600.00
	$800.00
+15%	120.00
Total	$920.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Cuts were widened to acquire additional material. Therefore additional clearing is needed.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,239,743.02	
Present estimate of project cost, including $ 920.00 for work under this order	$1,239,743.02	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ L. C. Johnson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr. Asst., Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or City Engineer.

State Printing

3-25-66

RECEIVED
MAR 8 - 1966
FOR FILING

I-80N-5(18)167
6743

March 7, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

Re: Irrigon Junction-Umatilla County
Line Section, I-80N-5(18)167

I enclose a copy of a letter received from the Morrow County Court in which they advise us that they are completing the five miles of road that will form a link with the proposed Peterson Ferry over-crossing structure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. S. Klaboe
Assistant State Highway Engineer

FSK:ert

Enclosure

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox

RECEIVED
MAR 8 - 1966
FOR FILING

I-80N-5(18)167
6743

March 7, 1966

The Honorable Paul W. Jones
Morrow County Judge
Morrow County Court
Heppner, Oregon

Dear Judge Jones:

Reference is made to your letter of March 4 in which you advise us that Morrow County is just completing the five miles of road south of I-80N.

It is the County's proposal that this road serve as a connecting link to a proposed Peterson Ferry overcrossing structure.

I am forwarding a copy of your letter to the Bureau of Public Roads so that they may also be informed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Klaboe
Assistant State Highway Engineer

FEK:mcb

cc: Mr. A. W. Parsons, Bureau of Public Roads (Encl.)
Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan (Encl.)
Mr. H. 3. Cox (Encl.)

MORROW COUNTY COURT

Heppner, Oregon

March 4, 1966

PAUL W. JONES, Judge
Heppner, Oregon

E. O. FERGUSON, Commissioner
Heppner, Oregon

WALTER HAYES, Commissioner
Boardman, Oregon

Mr. Fred Klaboe
Oregon State Highway Department
Salem, Oregon

Dear Sir:

I am sure you recall the meeting which Morrow County Court, members of the departments from the State Highway Department and the personnel from the Bureau of Public Roads, held in Pendleton last January. I am happy to inform you that Morrow County is just completing the five miles of road which we agreed to build with the understanding that the Bureau of Public Roads would then consent to construct a frontage road on the South side of Highway 80 to the Patterson Ferry road with an overpass or exchange at that point.

I hope that this information may be of interest to you.

Sincerely,

Paul W. Jones

Paul W. Jones
Morrow County Judge

PWJ:mb

RECEIVED
MAR 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 21 1966

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

I-80N-5(18)174
674

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: February 15, 1966

08-35-DA

A.W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(18)
Irrigon Junction - Umatilla County Line Section
Patterson Ferry Road Overcrossing

Reference is made to your letter of January 25, 1966.

In order to facilitate the full review of the subject matter, it is requested that you furnish a clear map showing carefully the existing traffic patterns that have been disrupted, the nature of the accesses that have been severed, both in type and volume of traffic, and a clear explanation of how the proposed improvement is to restore the disruption purportedly caused by the Interstate improvement.

NOTED
F. B. KLABOE

RECEIVED
FEB 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

orig to Barbee
Copy to Young
2-21-66

RECEIVED
JAN 26 1966
FOR FILING

I-80N-5(18)167

6743

370 K

January 25, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Irrigon Junction-Umatilla
County Line Section,
I-80N-5(18)

Dear Sir:

At the P. S. and E. stage of this project a very important segment of the county road system was overlooked.

I refer to the enclosed copy of a sketch map showing a county road designated as Peterson Ferry Road and another county road designated as Pole Line Road No. 181. These roads have been in existence for many years. For instance, the right-of-way for Road No. 181 was purchased in 1904. Prior to this project, which converts the existing Old Oregon Trail Highway, US30, to freeway standards, these two roads served a large area of the county, utilizing approximately one mile of the state highway as a connecting link.

Peterson Ferry Road is a paved highway. County Road No. 181 is not paved. It is, however, being reconstructed to a 26-foot top width with a crushed rock surface for all weather use. I enclose a copy of a letter to me dated January 14 signed by all the members of the County Court bringing this matter to our attention. I enclose also a photograph taken January 13 showing the improvements now being made to the road.

It is considered vital by the State Highway Department and the County Court that this route be perpetuated in order to provide mail service, fire protection service, school bus service and farm-to-market service.

Your attention is also directed to the fact that the proposed undercrossing of I-80N will be located approximately three miles easterly of the Irrigon Interchange and approximately six miles westerly of the Umatilla Ordnance

Depot Interchange. There are no other separation structures located between these two interchanges and it is felt that a major hardship would be imposed on the County without this facility.

Since this was an oversight on the part of all concerned, we request that the undercrossing structure at the south end of Peterson Ferry Road and one mile of frontage road easterly to County Road No. 181 be approved for construction with "I" funds in order to preserve the continuity of the county road system. If you need further information, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

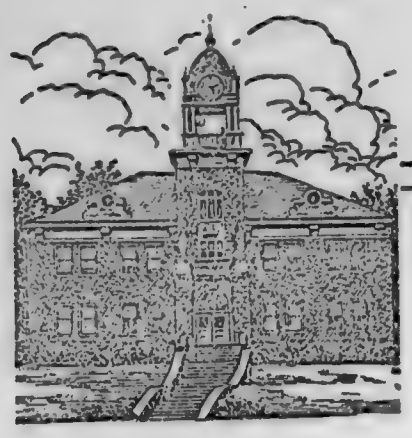
By

F. B. Klaboe
Assistant State Highway Engineer

FBK:mrb

Enclosures

cc: The Hon. Paul Jones, Morrow County Judge
Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox



MORROW COUNTY COURT

PAUL W. JONES, Judge
Heppner, Oregon

E. O. FERGUSON, Commissioner
Heppner, Oregon

WALTER HAYES, Commissioner
Boardman, Oregon

Heppner, Oregon
January 14, 1966

Mr. E. B. Klaboe
Oregon State Highway Department
Salem, Oregon

Dear Sir:

The Morrow County Court would like to review very briefly the road situation as it exists in the north end of Morrow County and, in particular, in regard to county road No. 181 known as the pole line road. This road has been in existence since 1904 and our records show a rightaway of sixty feet as of that year. This road presently connects County road No. 508 to Highway 30 in northern Morrow County. (See attached map.) In addition, this road bisects the desert area of the northern part of the county.

This road was considered by the County Court and the Planning Commission as the one most vitally needed for widening and straightening and of major importance upon which to build a road grid system for this area. As a matter of fact we are presently engaged in constructing five miles of road and plans call for a rock base road and crushed rock surface with a road width of twenty-six feet, which will provide an all weather, all year, road. This was considered imperative to the economy of the area. It will improve the access to Highway 30 for people living in this north end of the county for a number of reasons. Among them is access to mail boxes presently on Highway 30.

It gives the people living here a market road for hay and other products. In addition, it will provide a school-bus route which is expected in the future. One of the primary reasons, of course, that it is needed is because of fire protection. This is an area very susceptible to desert fires and fire protection access is of extreme importance.

In a conversation today with Mr. Dean Loney, an attorney from Kennewick representing the Portland group of people who have made desert entry applications on the B.L.M. land both north and south of Highway 30, in Morrow County, he indicated that if their entries are recognized, they would have water on this land in 1967.

All details of actual usage have been submitted to your office previous

to this time and I will not bother you with repetitions.

Therefore, the Morrow County Court urges the State Highway Department to prevail on the Bureau of Public Roads to build this requested frontage road and overpass to the Patterson Ferry road.

Sincerely,

MORROW COUNTY COURT

Paul W. Jones
Judge

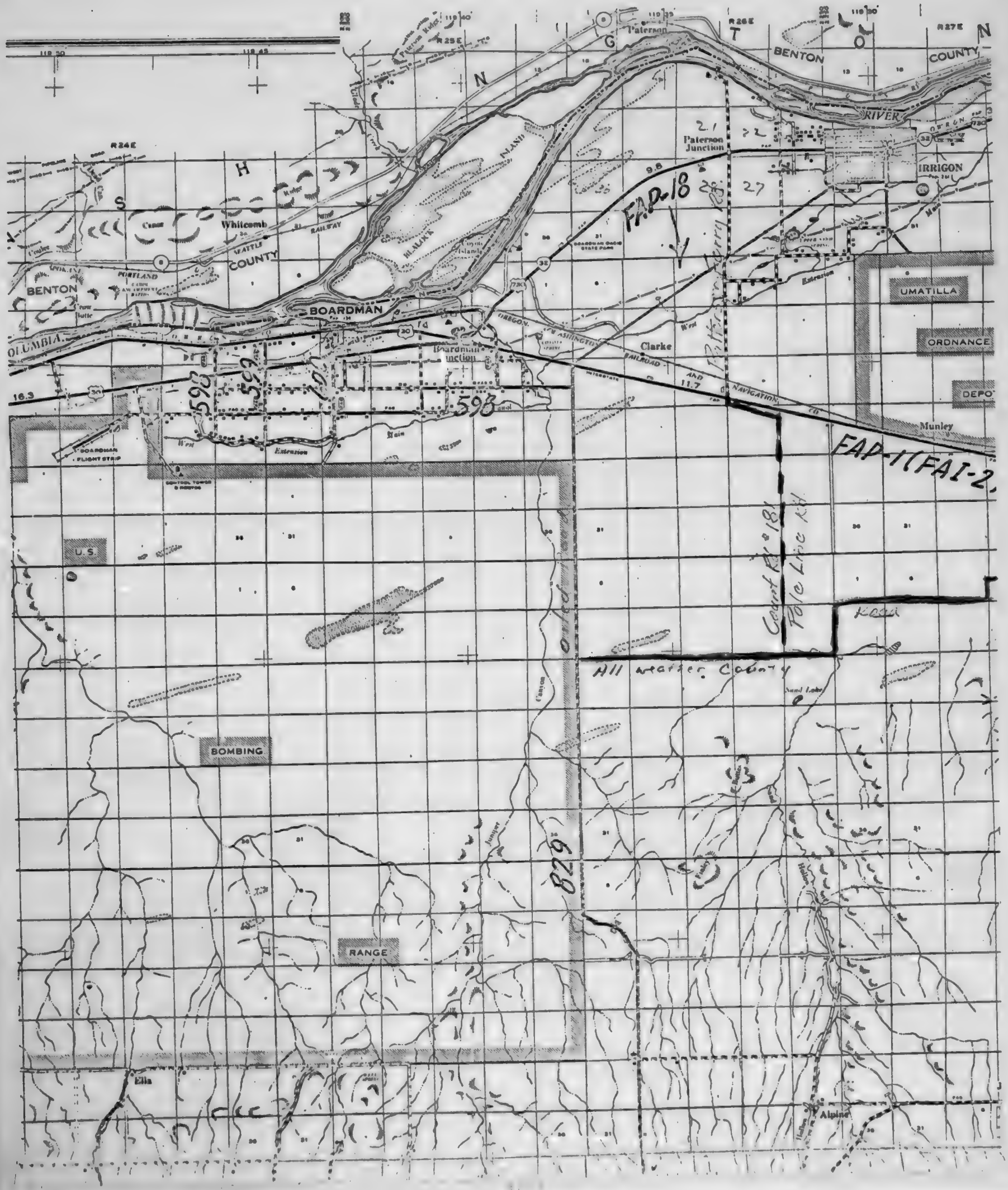
E. O. Bergman
Commissioner

[illegible]
Commissioner

PWJ:mb

RECEIVED
JAN 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 18 1966
OREGON
STATE HIGHWAY COMMISSION


Paterson
BENTON
COUNTY
RIVER
Paterson Junction
IRRIGON
FAP-18
BOARDMAN
Boardman Junction
Clarke
UMATILLA
ORDNANCE
DEPOT
Munley
FAP-11(FAI-2
U.S.
BOMBING
RANGE
Ella
Alpine
Whitcomb
BENTON
COUNTY
Hill Weather Control
Lone Lake Rd
Court Rd
Pole Line Rd
Kaseli
Hinkle
Island
Main
Extension
Navigation
Railroad
Interstate
Oregon
Washington
Portland
Juniper
Canyon
Creek
Butte
Flat
Lake
Hills
Mtn
Spring
Ridge
Valley
Fork
Slough
Station
Tower
Flight Strip
Boardman
Irrigon
Paterson
Alpine
Ella
Munley
Clarke
Whitcomb
Hinkle
Island
Boardman
Junction
Paterson Junction
Pole Line Rd
Court Rd
Kaseli
Lone Lake Rd
Hill Weather Control
Navigation
Railroad
Interstate
Oregon
Washington
Portland
Juniper
Canyon
Creek
Butte
Flat
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Hills
Mtn
Spring
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Fork
Slough
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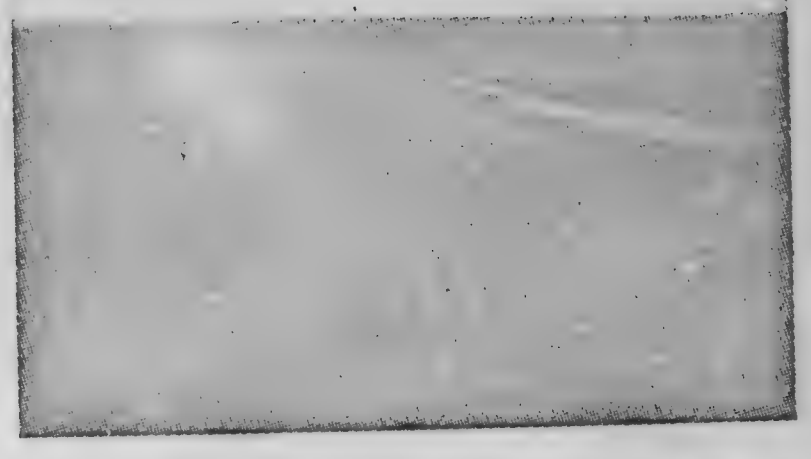


RECEIVED
JAN 4 - 1966

FOR FILING
I-80N-5(18)167
6742

January 3, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Attention: Mr. Gordon R. Brooks

Re: Irrigon Junction-Umatilla
County Line, I-82N-5(18)167

Dear Sir:

I am enclosing a portfolio of additional information to support our request for an under-crossing structure at Paterson Ferry Road and a frontage road on the south side of the highway from there easterly on the south side of the highway.

Please include this information with that supplied in my recent letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. H. Klaboe
Assistant State Highway Engineer

FHK:erb

Enclosures

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
H. S. Cox

INTERSTATE 80N

PROPOSED

PROPOSED

PROPOSED

PROPOSED

PROPOSED

PROPOSED

EXISTING COUNTY ROAD-ROCK SURFACE

PROPOSED COUNTY ROAD GRID

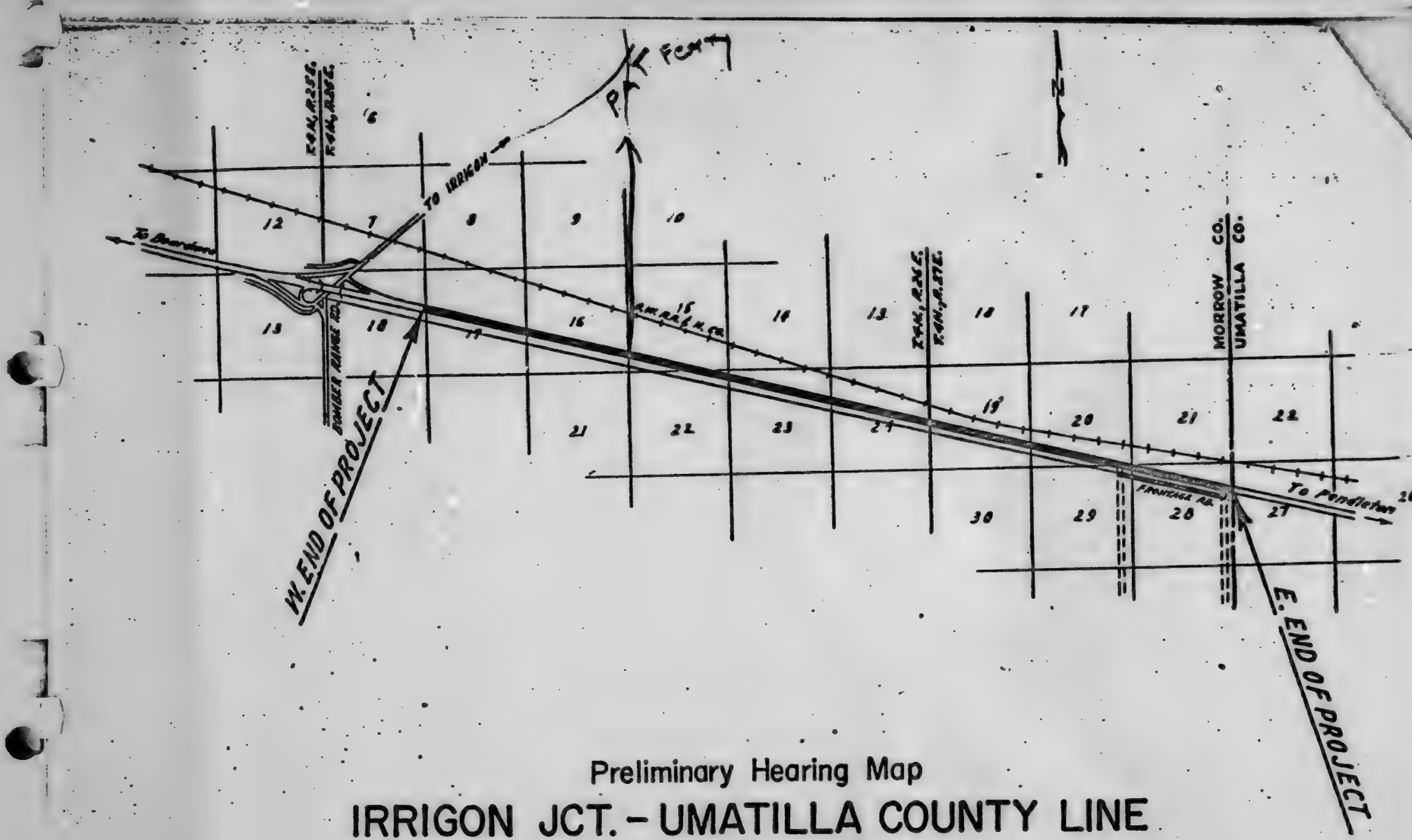
ALTERNATIVE # 1

Judge Jones:

In response to your request we wish to inform you that we move out approximately 400 ton of hay every year over road number . All new hay trucks use this same road when they contact us to buy hay, and we are raising appproximately 1000 ton a year.

This road is also used by us when we go to town, at least two times a week. The R.E.A, the gas trucks etc. use the road too.

Ernest Cramer



Preliminary Hearing Map

IRRIGON JCT. - UMATILLA COUNTY LINE

OLD OREGON TRAIL

MORROW COUNTY

Dear Sir:

In response to your request as to the amount of hay hauled to highway 30 via county road ——, I wish to say that I move approximately 800 tons of hay over this road.

In addition my hired help and myself make about 520 trips a year via pick-ups and automobile over this same road.

Waldo H. Cramer

PHONE 281-0061
TWX-PD 617

CABLE ADDRESS
"TIDE-BARGE"

TIDEWATER BARGE LINES

GENERAL OFFICES
2609 N. E. MARINE DRIVE
PORTLAND, OREGON, 97211

December 27, 1965

Judge Paul W. Jones
Heppner
Oregon

Dear Sir:

It has come to our attention that Morro County intends to close the Patterson Ferry road north from Highway #80.

If this is true, we urgently protest the closing of this road as we have just completed a movement of 2,600 tons out of the Umatilla Army Depot and the Patterson Ferry road was used for this movement, to our Hogue-Warner interchange.

We believe it is imperative to keep both the north and south gates open at the Umatilla Army Depot and the Patterson Ferry Road be kept open and maintained for national defense.

Very truly yours,

TIDEWATER BARGE LINES

A. F. Gouge
A. F. Gouge
Marine Operations Manager

AFG:mt

GEORGE BROWNING, JR., PRESIDENT

SITES SILVERWHEEL FREIGHTLINES

1321 S. E. WATER AVENUE • PORTLAND 14, OREGON

December 27, 1965

Judge Paul W. Jones
Morrow County Court

Dear Judge Jones:

Information has reached our office relative to New Construction Plans for new U. S. Highway 80 in the vicinity of the west end of Umatilla Army Depot. The road in question being the Patterson Ferry Road intersection with U. S. Highway 80.

This road is being used for traffic moving north to the Columbia River Barge Landing, Hogue-Warner Moorage. This Company has just completed a haul of 2600 tons of explosives for barge movement via Patterson Ferry Road to Hogue-Warner Moorage. In the movement of ammunition from Umatilla Army Depot, both the north and south gates should be available for National Emergency.

We, therefore, request that the State Highway Department give consideration for an extension of a frontage road with an overpass to the Patterson Ferry Road in line with the south gate of Umatilla Army Depot.

We trust that the above information wil be of assistance in stressing the importance of this intersection.

Yours very truly,

Ben F. Billeter,
Traffic Manager

BFB:bc

PACIFIC NORTHWEST BELL TELEPHONE COMPANY

Pendleton, Oregon
December 27, 1965

The Honorable Judge Paul W. Jones
Morrow County Court House
Heppner, Oregon

Dear Sir:

In response to your request for information regarding access requirements for our microwave station located 8 miles southwest of Ordinance, Oregon, I am sending you this information.

This station is a repeater in the cross-country network of radio relay stations. It is used for carrying message circuits, television and various types of private services, including numerous circuits leased to the government. The station is considered vital to national defense.

Over the past year, we have visited the station 151 times according to our station log. This averages about three visits per week. These visits are for various purposes such as equipment trouble, routine maintenance, equipment installation and building maintenance.

If no frontage road is provided with the extension of the freeway, our access to the station would be over a dirt road which leaves Ordinance just west of the Umatilla County line, and winds to the south of our station. The total distance over this road is 13.5 miles. Presently we travel 8 miles from Ordinance to our station, 2 miles of which is dirt road. Each trip therefore would be lengthened by 11 miles, and by at least 1/2 hour's driving time. With snow on the ground, this back road would be considerably more difficult to drive.

I hope this information will support your contention that a frontage road should be provided on the south side of the new highway. If I can furnish any further information, please call me on 276-5041.

Sincerely,

James A. Green

Plant Manager

406 West 4th
Hermiston, Ore
Dec 20, 1965

Judge Paul Jones
Morrow County Court House
Heppner, Oregon

Dear Mr Jones:

The requested information on the hay tonage, Number of families, People and value of Product in the area of Morrow County South of Highway 30 and West of The County Line is as follows:

Road at Mile Post 171

Alfalfa Hay 5400 Tons, Value $162,000.00
Residents 7 families 16 People
Estimated County Taxes $2050.00

County Line

Alfalfa Hay 4600 Tons Value $124,000.00
Residents 10 families 31 People
Estimated County Taxes $2000.00

These figures were estimated from what I am doing on my farm and what I know of of the other farms and farmers in the area. They are not accurate and are on the very conservative side.

A few changes are made since the Boardmen meeting. The Hescapple farm was overlooked in the original report, also an error in the number of residents in my area was corrected.

Any time that I can be of help to you, feel free to ask.

Yours truly,

Luther W. Crane

Petition

To the Honorable the County Court of Morrow County, State of Oregon

We, the undersigned, freeholders of the County of Morrow, State of Oregon, residing in the Road District or Districts where said road is to be constructed *hereinafter described, respectfully petition your Honorable Body to* purpose *a County Road as follows, to-wit:*

See Attached Map (Marked in Red)

The public necessity for such road being as follows: Need to gain access to private property lying South of Highway 30 and to use said access road without the necessity of entering onto Highway 30 which will be without exit to said private property.

Width of said road to be Sixty (60) *feet.*

NAMES	NAMES
Mary Hellberg	R C Ryan
Marilyn Hellberg	Roda Maddox
Frank Warren	Fred Andrews
Walter K Cramer	Maxwell L. Jones
Mildred F. Cramer	Ralph W Lawson
Luther W. Cramer	Mary Isabelle Jones
Clark Key	Edna F Mulkins
Bernice Key	Wayne E Mulkins
Frances McDole	Betty Ford
Marvin McDole	Mabel Ford
Robert M. Hawkins	Floyd J Wobbs
Elroy H McDole	Gladys Wobbs
Leola V. Martin	Vernie P Parsons
Howard E Martin	Rachel Parsons
Clarence W Rudolf	Floyd M Burger
Mary Lou Brock	Kenneth W. Ford
Myrtle B. McDole	Olley J. Lamb
Leon F LeBlanc	Cardis L LeBlanc
Estel Clark	Ernest Cramer
Hayley M. Collins	Ethel Cramer
Delbert Christiansen	Rudolf Brock
Marjorie M Christiansen	Mrs. C. A. Runteel

Petition

To the Honorable the County Court of Morrow County, State of Oregon

We, the undersigned, freeholders of the County of Morrow, State of Oregon, residing in the Road District or Districts where said road is to be constructed *hereinafter described, respectfully petition your Honorable Body to* purpose *a County Road as follows, to-wit:*

See Attached Map (Marked in Red)

The public necessity for such road being as follows: Need to gain access to private property lying South of Highway 30 and to use said access road without the necessity of entering onto Highway 30 which will be without exit to said private property.

Width of said road to be Sixty (60) *feet.*

NAMES	NAMES
Ina Warren	
Roellen Lindsay	

RECEIVED
DEC 8 - 1965
FOR FILING I-80N-5(18)167

Form CD-121 (11-63) (Rev. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

6743

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 3, 1965

In reply refer to: 08-35.2-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(18)167
Irrigon Junction - Umatilla County Line Section
Umitilla Electric Cooperative Association Utility Adjustment

Our memorandum dated October 11, 1965 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated October 8, 1965, furnished with the P.S. & E. documents for the physical construction, and the above-mentioned utility's letter dated October 28, 1965, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated November 2, 1965. Reimbursement on an agreed lump sum basis of $400 is approved, but no claim for Federal-aid participation should be made until you clearly establish the fact that the utility has not retained its access rights to its abandoned easement.

A regular permit covering the subject adjustment was approved by this office on December 2, 1965.

Our program memorandum dated August 31, 1965 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

REFERRED TO
J. Litchfield
By Asst. State Hwy. Engr.
12-8-65

RECEIVED
DEC 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 2 - 1965
FOR FILING

I-84-1(16)7
6743

December 2, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97310

Re: Irrigon Junction-
Umatilla County Line

Dear Sir:

Your letter of November 16 rejecting our application for an overcrossing structure at Paterson Road plus a frontage road on the south side of I-82N between Paterson Road and Ordnance has been received. Needless to say, we are severely disappointed. Furthermore, we believe that you have not given full consideration to the impact your decision will have on the existing and future development of a large and developing area of the State.

The reconstruction of U330 to Interstate freeway standards as I-82N between Irrigon Interchange and the Ordnance Interchange will eliminate the access service that this highway is presently providing the area to the south. It will also require the severing of Paterson Ferry Road, changing it from a connector road intersecting with the highway to a dead end on the north side of the highway.

As a direct result of this highway change, traffic using Paterson Ferry Road as a connection with Highway 30 will be required to divert to a more circuitous route, consisting of U3730 and I-82N. The additional distance of this routing is 4.0 miles and the amount of traffic affected is estimated to be 42 vehicles per day at the present time. Most of this traffic apparently consists of employees of Umatilla Ordnance Depot (between 30 and 40) who live in Irrigon. A secondary effect will be to create a more circuitous route of access to the land immediately south of the highway.

The justification for constructing a frontage road on the south side of I-82N between Ordnance Interchange and a connection with Paterson Road by means of a grade separation structure depends on two factors: (1) the benefits in the form of

time and distance savings which will accrue to traffic presently using Paterson Ferry Road, and (2) land access benefits for the area south of the highway.

The possible use of this frontage road by the Army for hauling munitions between the river and Umatilla Ordnance Depot has been explored. A copy of a letter from Lt. Colonel Brewer concerning this particular facet is enclosed. He indicates that the State's proposal is vital to their operation.

In estimating the user benefits (savings) resulting from the provisions of the proposed frontage road and grade separation structure, a fairly straightforward calculation is possible for that component of traffic expected to use the frontage road as a connection with Paterson Ferry Road. During the 30-year amortization period, this component of traffic is projected to average 55 vehicles per day. Based on a distance saving of 4.0 miles and a time saving of four minutes, the average annual user benefits are $8,833. Capitalized at six percent interest, these savings have a present value of $121,600.

The prospect of future development of agriculture in the area south of the highway is dependent upon a feasible irrigation scheme. At present, two groups have formulated plans for such development. One of these groups has filed with the Bureau of Land Management for entry on the sections of public land in the area, under the Desert Land Act. Their proposal contemplates pumping the water from the Columbia River and transporting it via pipeline to the area where it would be used to irrigate approximately 10,000 acres. The cost of this plan is estimated to be approximately $2,500,000. The application for entry onto the land has been filed with the Bureau of Land Management where it is now being analyzed with respect to its economic feasibility and compliance with all of the provisions of the law. The analysis should be completed within six months, at which time a decision will be made on the application.

Brad Stevens
Mr. Portlock - Land
Acting Ben Lamb

20,000

While this proposed development is still not a reality, there is excellent reason to expect some type of irrigation development in this area in the next few years.

It would not be difficult to quantify the road user benefits to traffic generated by such development. A conservative estimate would be 30 vehicles per day with average savings of two miles and five minutes per trip. Average annual benefits thus are $5,040; with a capitalized value for 30-year amortization period of $70,000.

In addition to a strict benefit cost analysis, based on projected traffic and potential development, there is another factor which deserves consideration. Since its construction,

this section of Highway 30 has served both a through traffic function and a connector function for local access county roads and private roads. Its conversion to a freeway with full control of access completely eliminates the connector function. Since this is being done to conform the standards deemed necessary for the Interstate system and to serve traffic on the Interstate system, it is logical to expect this highway project to replace what it has eliminated in the form of local service features.

We, therefore, request a thorough review of this subject and Interstate participation in the cost of the overcrossing structure at Peterson Road plus the frontage road from Peterson Road (lying south of SCH) to Ordnance.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:mrb

Enclosure

cc: LA. Colonel Robert N. [illegible]
The Honorable Paul W. Jones

Forrest Cooper
R. L. Porter
Tom Edwards
F. D. Morgan
L. H. Young
R. L. Schroeder

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

DATE: November 16, 1965

In reply refer to: 08-35.2-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-5(18)167
Irrigon Junction-Umatilla County Line

Mr. Klaboe's letter dated November 4 requested our review of the frontage road situation and the problems presented with the severing of Patterson Road under the subject project now under construction.

It should be pointed out that problems outlined by your letter are not unique to this section of freeway but occur along many miles of Interstate location throughout the United States, particularly so in the western part of the country.

A continuous frontage road along the southerly side of the freeway may enhance the future development of this area, however this is highly speculative. We do not believe that the use of Federal-Aid Interstate funds for this frontage road would be proper. If the development of this area should occur as speculated, the possibility of constructing a parallel frontage road could be undertaken at that time. While Federal-Aid Interstate funds would not be available for this type of facility it is possible that it may qualify for Federal-Aid Secondary funds if such road were placed on the FAS System.

copies to Morgan Young Schmidtke 12-2-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
November, 1965

THE JUSTIFICATION FOR PROVIDING A FRONTAGE ROAD ON THE SOUTH SIDE OF I-80N BETWEEN PATERSON-FERRY ROAD AND ORDNANCE INTERCHANGE

The reconstruction of US 30 to Interstate Freeway standards as I-80N between Irrigon Interchange and the Ordnance Interchange will eliminate the access service that this highway is presently providing the area to the south. It will also require the severing of Paterson-Ferry Road, changing it from a connector road intersecting with the highway to a dead end on the north side of the highway.

As a direct result of this highway change, traffic using Paterson-Ferry Road as a connection with Highway 30 will be required to divert to a more circutitous route, consisting of US 730 and I-80N. The additional distance of this routing is 4.0 miles and the amount of traffic affected is estimated to be 42 vehicles per day at the present time. Most of this traffic apparently consists of employees of Umatilla Ordnance Depot (between 30 and 40) who live in Irrigon. A secondary effect will be to create a more circutitous route of access to the land immediately south of the highway, which for the most part is unimproved sagebrush desert with little or no agricultural value. The only permanent residences in the area are several miles south of the highway and have access via other roads.

The justification for constructing a frontage road on the south side of I-80N between Ordnance Interchange and a connection with Paterson Road by means of a grade separation structure depends on two factors, (1) the benefits in the form of time and distance savings which will accrue to traffic presently using Paterson-Ferry Road, and (2) land access benefits for the area south of the highway.

The possible use of this frontage road by the Army for hauling munitions between the river and Umatilla Ordnance Depot was explored. Since officials indicated that such use was incompatible with their policy of avoiding populated areas and heavily traveled roads (I-80N in this case), this factor could not be given any weight in justifying the frontage road.

In estimating the user benefits (savings) resulting from the provision of the proposed frontage road and grade separation structure, a fairly straightforward calculation is possible for that component of traffic expected to use the frontage road as a connection with Paterson-Ferry Road. During the 30 year amortization period, this component of traffic is projected to average 55 vehicles per day. Based on a distance saving of 4.0 miles and a time saving of four minutes, the average annual user benefits are ~~$6750.~~ $8333. Capitalized at six percent interest, these savings have a present value of $121,~~000~~600, which is the amount of present expenditure the savings will justify.

It is important to note that the proposed frontage road must be able to accommodate relatively high speed traffic, otherwise the traffic referred to in the preceding paragraph will divert to the alternate route consisting of US 730 and I-80N. This means that an oil mat surfacing will be necessary, otherwise the connection with Paterson-Ferry Road will have little or no value.

The prospect of future development of agriculture in the area south of the highway is dependent upon a feasible irrigation scheme. At present, two groups have formulated plans for such development. One of these groups has filed with the Bureau of Land Management for entry on the sections of public land in the area, under the Desert Land Act. Their proposal contemplates pumping the water from the Columbia River and transporting it via pipeline to the area where it would be used to irrigate approximately 10,000 acres. The cost of this plan is estimated to be approximately $2,500,000. The application for entry onto the land has been filed with the Bureau of Land Management where it is now being analyzed with respect to its economic feasiblity and compliance with all of the provisions of the law. The analysis should be completed within six months, at which time a decision will be made on the appplication.

While this proposed development is still far from reality, and may not be carried through immediately, there is good reason to expect some type of irrigation development in this area in the next 10 years.

It would be difficult to quantify the road user benefits to traffic generated by such development without some estimate of the number of residences that will eventually be built in the area. A conservative estimate would be 30 vehicles per day with average savings of two miles and five minutes per trip. Average annual benefits thus are $5040; with a capitalized value for 30 year amortization period of $70,000.

In addition to a strict benefit cost analysis, based on projected traffic and potential development, there is another factor which deserves consideration. Since its construction, this section of Highway 30 has served both a through traffic function and a connector function for local access county roads and private roads. Its conversion to a freeway with full control of access completely eliminates the connector function. Since this is being done to conform the standards deemed necessary for the Interstate system and to serve traffic on the Interstate system, it is logical to expect this highway project to replace what it has eliminated in the form of local service features. Eventually a connector road will have to be provided for the more intensive development in this area, which seems likely to happen within ten years. A case can be made for assigning the cost of such a facility to the Interstate system and building it as a frontage road at this time.

November 23, 1965

KLABOE

Oregon State Highway Department
Salem, Oregon

Attn: Bob Schindler

Gentlemen:

I am enclosing a photostatic copy of a letter from Col. Brewer of the Umatilla Ordinance Depot. I believe this letter to be self explanatory.

May I again point out to your department that this merely confirms from yet another source the extreme importance of the frontage road south of the new Highway 80.

We are proceeding in our planning for roads in the agricultural lands lying south of the new 80. This planning is based on the construction of a frontage road, and overpass at the Patterson Ferry road. In view of demands made on this court for new roads in that area, we can see no other alternative.

Thank you.

Sincerely,

Paul W. Jones
Morrow County Judge

PWJ:mb
cc: Forrest Cooper

Copy to FC

RECEIVED
NOV 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

HEADQUARTERS
UMATILLA ARMY DEPOT
HERMISTON, OREGON 97838

In Reply Refer To
SSMUM-CO

19 November 1965

Honorable Paul W. Jones
Judge, Morrow County Court
Heppner, Oregon

Dear Judge Jones:

In reply to your letter of November 10th, I would like to invite your attention to a letter which Colonel Hoplin, Commanding Officer, Umatilla Army Depot, forwarded to you on October 29th in response to your letter of October 25th. As stated in that letter, Colonel Hoplin is vitally concerned with the inconvenience which lack of access from Highway 30 (80) to Paterson Ferry Road would cause the approximately 40 employees who regularly use that route in traveling to and from work. No doubt this number would increase considerably in the event of a sizeable increase in the work force which might be brought about by a national emergency.

With respect to utilization of Paterson Ferry Road for shipment of freight, this Depot uses part of that road for the transfer of freight by truck from the Depot to the barge terminal at the foot of Paterson Ferry Road. The primary route is from the northwest gate of the Depot via blacktop road north to Oregon highway 730, thence west to Paterson Ferry Road, and north on that road to the barge terminal. In the event access to this route were, for any reason, denied, an alternate route would be required. Utilization of your proposed frontage road and the overpass to Paterson Ferry Road would appear to be a near-ideal alternate which would most certainly be used for barge shipments/receipts in the event the primary route were denied us.

I trust this will provide the information you desire.

Sincerely yours,

Robert N. Brewer

ROBERT N. BREWER
Lt Col, Ord Corps
Deputy Commander

RECEIVED
DEC 1 - 1965
FOR FILING

I-201-C
6743

November 23, 1965

Oregon State Highway Department
Salem, Oregon

Attn: Bob Schindler

Gentlemen:

I am enclosing a photostatic copy of a letter from Col. Brewer of the Umatilla Ordinance Depot. I believe this letter to be self explanatory.

May I again point out to your department that this merely confirms from yet another source the extreme importance of the frontage road south of the new Highway 80.

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Thank you.

Sincerely,

Paul W. Jones
Morrow County Judge

PWJ:mb
cc: Forrest Cooper

NOTED
R. L. PORTER

Copy to FC

RECEIVED
NOV 26 1965
OFFICE OF
STATE HIGHWAY ENGINEER

HEADQUARTERS
UMATILLA ARMY DEPOT
HERMISTON, OREGON 97838

In Reply Refer To
SSMUM-CO

19 November 1965

Honorable Paul W. Jones
Judge, Morrow County Court
Heppner, Oregon

Dear Judge Jones:

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I trust this will provide the information you desire.

Sincerely yours,

Robert N. Brewer

ROBERT N. BREWER
Lt Col, Ord Corps
Deputy Commander

RECEIVED
NOV 23 1965
OR PLANS

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

674

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 17, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(18)167
Irrigon Jct.-Umatilla County Line Section
Grading, Paving and Signing

As requested in Mr. Young's letter of November 10, 1965 advising that practically all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of November 8, 1965 in the award of contract No. 6743 to Rogers Construction, Inc., of Portland, Oregon, low bidder in the amount of $1,095,943.80 at the November 2, 1965 bid opening.

A finding in the public interest has been made waiving the requirements regarding proper coordination of the utility adjustments noted as exceptions in your letter, however, the project will not be accepted as complete unless utility access rights are acquired in addition to other requirements for such action.

REFERRED TO
By Asst. State Hwy. Engr.
11-23-65

RECEIVED
NOV 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 12 1965
FOR FILING

November 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of November 8, 1965, is requested in the award of contract for the Irrigon Jct.-Umatilla County Line Section, Project No. I-80N-5(18)167.

The contractor receiving the award is Rogers Construction, Inc., of Portland in the amount of $1,095,943.80 with the Contract No. 6743 assigned. This bid was received on November 2, 1965 and awarded November 8, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads PM 20-4-04.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations, with the exception of the following: It is noted in our special provisions that the Umatilla Electric Coop. Assn. and Pacific Northwest Bell Telephone Company will be adjusting their lines till January 1, 1966. Approval of our request for waiver in connection with Par. 6e of PPM 21-6.3 was given in your tentative approval of award of this contract and participation in properly approved time extensions will be eligible if delays should occur beyond January 1, 1966.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
JAN 13 1966
FOR FILING

I-80N-5(18)167

6743

November 8, 1965

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon 97220

AGENDA
DEC 14 1965
49

Gentlemen:

The State Highway Commission on November 4 accepted your proposal for grading, paving and signing on the Irrigon Junction-Umatilla County Line Section of Old Oregon Trail in Morrow County for the sum of $1,093,943.85 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6743.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc

cc Pac. Bldr. & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Oreg.
Frank Morgan
L. H. Young
C. D. Matthis (BIAC)
I. D. Merchant

RECEIVED
NOV 5 - 1965
FOR FILING
I-MN-5(4)167
1743

November 4, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Irrigon Junction Interchange-Ordnance Interchange, Old Oregon Trail Highway, Morrow County

Dear Sir:

Recent activity in land development plans in the vicinity of Boardman has given the Morrow County Court reason to stop and think about the situation as far as their local road system is concerned after the freeway is completed between the Irrigon Junction Interchange and the Ordnance Interchange.

As you know, the plans as presently proposed have no connections or road crossings between the two interchanges—a distance of 10 miles. A frontage road extends westerly from the Ordnance Interchange approximately 0.6 mile to a county road and then another 1¼ miles to serve a property which can justify the frontage road extension on the basis of actual reduction in damages vs frontage road cost. This leaves a little over 8 miles with no service to replace the existing highway which will become part of the new freeway system. In this section two county roads will be severed on the south of the freeway and one on the north.

While none of these county roads carry any great amount of traffic, they do allow movement to and from a large area which is in the process of development with the impending John Day Dam completion. Loss of these accesses puts the County in the position where they believe that a parallel frontage road must be provided full length along the southerly side of the freeway, and that this should be provided as a replacement for the existing highway which is being incorporated into the Interstate System. Further, they believe at least one grade separation structure should be provided, probably at Patterson Ferry Road, so that further development could occur both north and south of the freeway without traveling to one of the interchanges at each end. Naturally, they

would like to have the interchange legs put on this overcrossing so that more complete utilization could be made of the area. This grade separation, coupled with the frontage road easterly to connect with the frontage road from the Ordnance Interchange, would allow the continued use of the Patterson Ferry Road route for Ordnance employees who live in Irrigon. January traffic counts indicated 30 ADT using Patterson Ferry Road turning easterly toward Ordnance.

Further, we are advised that it is proposed to barge ammunition via the Columbia River and use the Patterson Ferry Road to Ordnance for storage. A letter on that is presumably to be forwarded to us. Use of Highway 730 to Irrigon Junction and then the freeway to Ordnance would be an increase of approximately 4 miles each way.

We would appreciate your review of this matter and an early discussion on what might be done to serve the area. We have been contacted by the County officials who suddenly have realized some of the disadvantages of the situation and believe that a reappraisal of the economic picture is necessary.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
H. S. Cox
A. F. Parson

ADO:jp srb

RECEIVED
NOV 4 - 1965

FOR FILING
I-BDN-5 (12) 167

6743

November 4, 1965

The Honorable Paul Jones
County Judge
Jefferson County
Courthouse
Heppner, Oregon

Dear Judge Jones:

Reference is made to your letter of October 25 concerning lack of access to I-205 between Irrigon Junction and Ordnance.

As I have previously stated, we are trying to get Bureau of Public Roads' approval for more local service provisions. Any information you may have that will help us in this maneuver will be greatly appreciated.

We will immediately take traffic counts on Patterson Road as suggested in your letter. We would also appreciate any facts you may be able to provide us concerning the Army's plans.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Klaboe
Assistant State Highway Engineer

FEK:mrb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan (Encl.)
L. E. George (Encl.)
H. S. Cox (Encl.)

Note: Mr. Morgan: This plan has merit and should be discussed with Oregon as soon as possible.

FEK

MORROW COUNTY COURT

PAUL W. JONES, Judge
Heppner, Oregon

E. O. FERGUSON, Commissioner
Heppner, Oregon

WALTER HAYES, Commissioner
Boardman, Oregon

Heppner, Oregon

October 25, 1965

Oregon State Highway Department
Salem, Oregon

Attn: Mr. Klaboe

Dear Sir:

Since you were here Friday, there have been several inquiries regarding the closure of the access roads to the new Highway 80. A number of people from Irrigon, especially some of those who work at Ordinance are up in arms over any proposal to close the Patterson Ferry Road.

I had not realized there were so many people going to work from Irrigon to Ordinance as these people indicate. This makes the problem confronting us more difficult that we at first realized. I believe that among other proposals was one to extend the Frontage road to the Patterson Ferry road where an overpass would be built. Perhaps this proposal would be worthy of considerable study. It looks as if it will be imperative that we have access by way of the Patterson Ferry road.

I assume that you may be critical of this proposal or suggestion but the proposed development in the north end of the County has stirred up a hornet's nest of interest over there and the people of that area are making their opinions known.

Would it be possible for the State to place a counter on the Patterson road? This County does not have any counters or we would have done this.

An extent of the interest in this whole problem is reflected in a telephone call I received this morning from a land-owner on the new 80 route. He stated that he was willing to cooperate with the State in right-of-way acquisition after he has received assurance that the Frontage road would be built. He also stated that he believed an overpass at Patterson would be more acceptable to the majority of people interested.

Your office must have information showing traffic counts, etc., over these roads which is not available to the County, which would indicate the best solution to this whole problem. Too, as we do not have a County Engineer, we have been inclined to accept the recommendations of the State Engineers.

Will the study you are making indicate which is the better answer, the full frontage road or the partial frontage road and overpass at Patterson. Some of these technical answers must be arrived at by you.

I am enclosing a copy of a letter sent to Colonel Brewer at Ordinance with a map showing the proposed overpass at the Patterson road.

Sincerely,

Paul W. Jones

Paul W. Jones
County Judge

PWJ:mb

RECEIVED
OCT 26 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 26 1965
OREGON
STATE HIGHWAY COMMISSION

October 25, 1965

U. S. Army Ordinance Depot
Umatilla, Oregon

Attn: Colonel Brewer

Dear Sir:

It is my understanding that you have been Commanding Officer at Ordinance for a relatively short time. For this reason, I feel that you may be interested in the latest proposals by the State of Oregon and the Bureau of Public Roads regarding the construction plans for new Highway 80.

I am enclosing a photographic copy of a map showing the North end of Morrow County and the roads affected.

Presently the State's proposal has been to close access to Highway 80 (30) on those roads marked in blue ink. The Morrow County Court has asked that reconsidemtion be given to the extension of the Frontage road (shown in S. E. corner of map) as far west as Patterson Ferry road. At this point an overpass is being requested to link the Patterson Ferry road to the Frontage road.

May I point out that the County Court is being besieged wth complaints from Irrigon residents and others, some of whom are Ordinance personnel, to keep the Patterson Ferry road open. If it is closed the people in the Irrigon area would be forced to go by way of Hermiston and "Buck's Corner" to the Ordinance main gate. This would mean several miles per day added mileage. The distance by way of the above route is almost 23 miles. The distance by way of the Patterson Ferry road is approximately 14.5 miles, a saving in daily mileage of almost 20 miles per automobile.

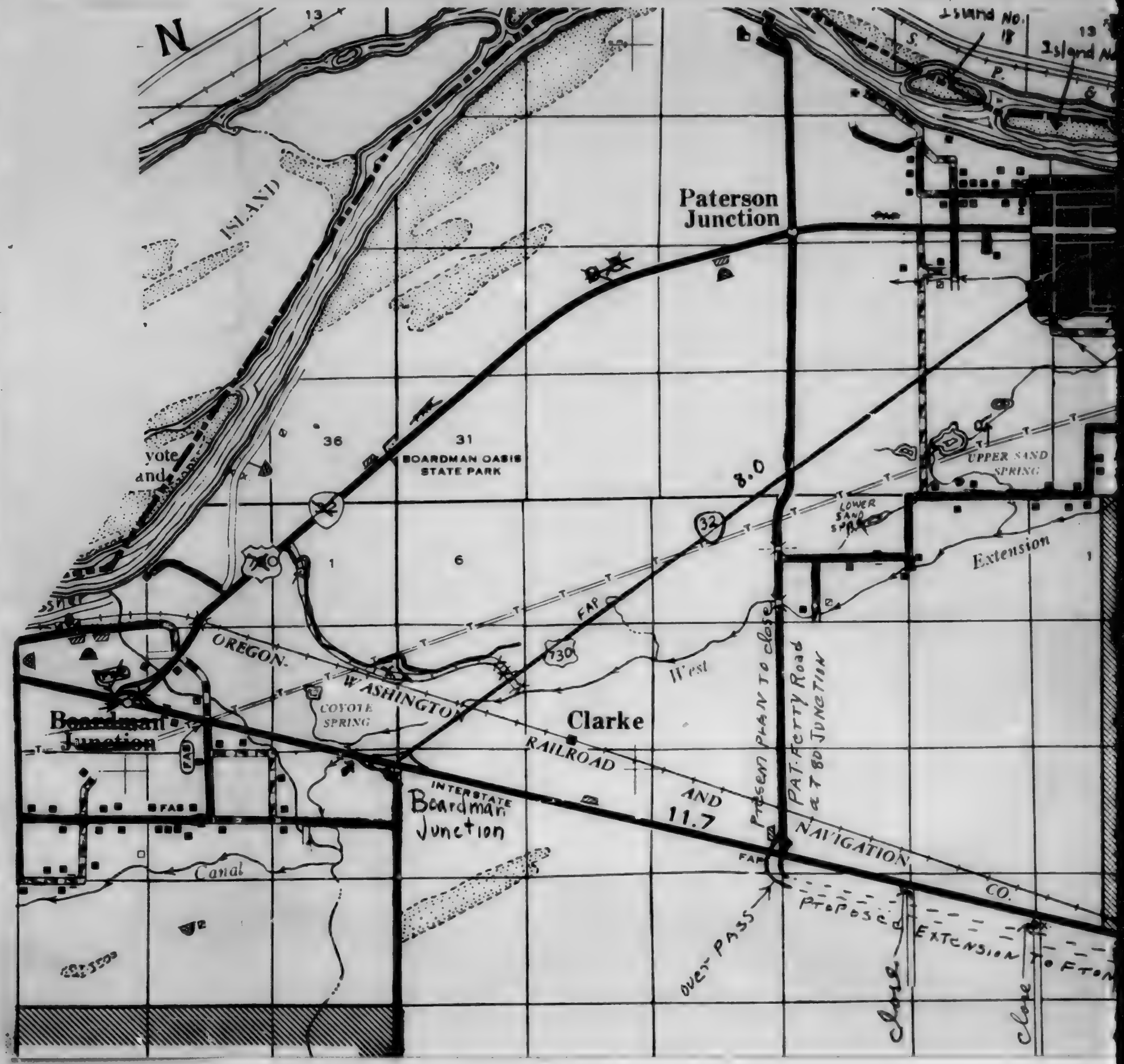
I was told in Portland last week by one of the owners of the Tidewater-Shaver barge lines that ammunition may gain move via barge and truck to Ordinance. I presume much of this might move via the Patterson road.

The Court would appreciate any facts and figures that your office could give us as to the effect these road closures would have on the operation of the Ordinance Depot.

Sincerely,

Paul W. Jones
County Judge

PWJ:mb
cc: State Highway Commission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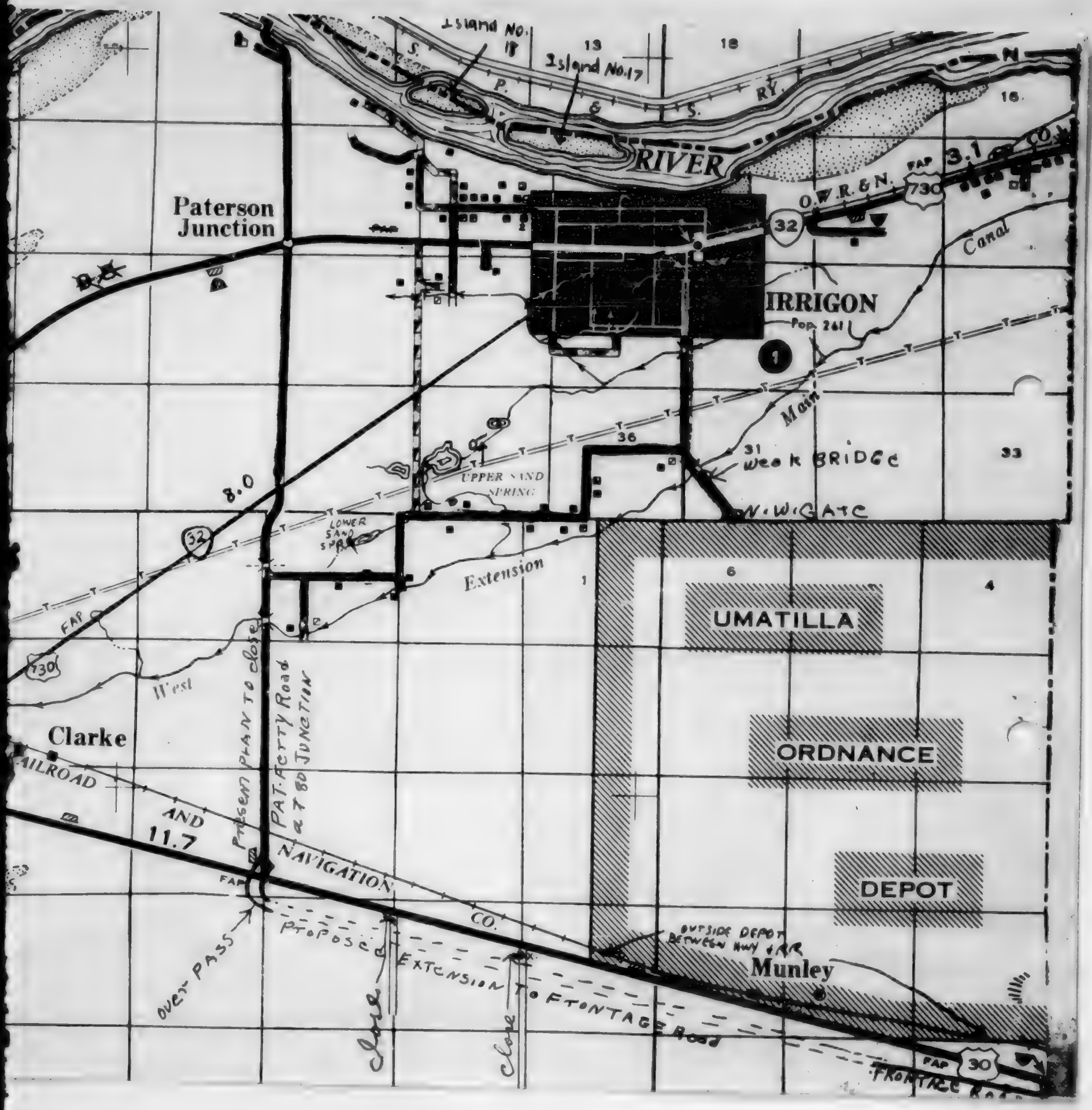
Island No. 18
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NAVIGATION CO.
OUTSIDE DEPOT BETWEEN HWY & RR
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PROPOSED EXTENSION TO FRONTAGE Road
close
close
FAP 30
FRONTAGE RD.

HEADQUARTERS
UMATILLA ARMY DEPOT
HERMISTON, OREGON 97838

In Reply Refer To
SSMUM-CO

3 copies

29 October 1965

Paul W. Jones, Judge
Morrow County Court
Heppner, Oregon

Dear Judge Jones:

Your letter of October 25th to Colonel Brewer, concerning construction plans for the new Highway 80, has been noted with interest.

To my knowledge, the Umatilla Army Depot has not been consulted concerning accesses to Highway 80 (other than the one main access to the Depot) and, obviously, the lack of access to this road which might cause an inconvenience on the part of my Depot employees is of vital concern to me. Your request to the State Highway Department for an extension of the Frontage Road, with an overpass to the Patterson Ferry road, appears to have considerable merit.

We have in the neighborhood of forty employees in the Irrigon community who utilize the Patterson Ferry road as their normal means of travel to and from work. In addition, there are other employees living in Umatilla who might find it advantageous to utilize this means of commuting to the Depot after the area has been partially relocated following the planned high water level.

I trust that the above information will be of assistance to you in your future planning for the economic development of Morrow County.

Sincerely yours,

HERMAN P. HOPLIN
Colonel, Ord Corps
Commanding

RECEIVED
NOV 4 1965
OFFICE OF
STATE HIGHWAY ENGINEER

copy to
Morgan 11-5-65

RECEIVED
NOV 4 - 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 29 1965
FOR FILING

I-PM-1-(18)167
.71

October 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Irrigon Jct.-Umatilla Co. Line
Project No. I-30N-5(18)167

Dear Sir:

We hereby request that the requirement of subparagraph 6e of PPM 21-6.3 relative to the contractor's working restrictions be waived as being in the public interest for the above-mentioned project. Immediate occupancy and use of areas in which the Umatilla Electric Cooperative Association and Pacific Northwest Bell Telephone Company have their communication lines will be restricted at the anticipated date of award.

The following is a quote from Revision Letter No. 2 which will be incorporated in the contract special provisions:

> "It is anticipated, but not guaranteed, that the Umatilla Electric Cooperative Association will complete their adjustments by January 1, 1966, and the Pacific Northwest Bell Telephone Company will complete their adjustment by December 31, 1965."

Our reasons for asking your waiver of this requirement are as follows:

The contracting of this project is included in the over-all continuous plan for completion of our Interstate program. To delay in advancing this project to a physical construction stage would create a hardship and increase the costs to the public. The Highway Commission has very little control over the time of starting and completing work by the utility companies.

The estimates and sketch maps for the utility work have been promised from the utility companies soon. We are neglecting to send sketches of the areas involved in these locations as they are throughout the project and can be found in the construction plans you have in your possession. This utility work has been included in the revised estimate for the project.

We believe it is to the best interest of all concerned to receive bids for this project November 2, 1965, and not delay the construction any longer.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAH:mb
cc: F. B. Kinboe
F. D. Morgan
T. S. Litchfield
M. E. Chase

RECEIVED
OCT 22 1965
FOR FILING

I-205-E(IX)167
c743

October 22, 1965

The Honorable Paul James
County Judge
Morrow County
Courthouse
Heppner, Oregon

Dear Judge James:

On Friday, October 15, I met with you and the County Court at the Heppner Courthouse to discuss the problem of access created by the Irrigon Junction-Umatilla County Line Section of SCH.

You will recall that there were many property owners at this meeting who complained that this lack of access would create considerable hardship on them and it might even tend to make their farming ventures unprofitable.

We are assembling all the information gathered at this meeting and will attempt again to secure Bureau of Public Roads' approval of a frontage road for the entire length of the project bordering its south side.

In the meantime, we have decided to go ahead with the project as it now stands. Our proceeding with the project does not, however, prohibit us or the Bureau of Public Roads from approving the proposed frontage road. Even if the Bureau refuses to honor our request for a frontage road at this time, they could still reverse themselves at a later date if forthcoming proposals for the improvement of this desert area are realized.

We wish to advise you that we are doing everything in our power that we can to achieve this goal. As soon as we have received word from the Bureau of Public Roads, we will pass it on to your Court.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox
D. E. Moehring
A. F. Parsons

FBK:ert

RECEIVED
OCT 20 1965
FOR FILING

I-80N-5(18)167

Form CO-121 (11-63) (Pres. by A.O. 206-10)

6743

UNITED STATES GOVERNMENT

Memorandum

Klaber, young

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 11, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(18)167
Irrigon Jct.-Umatilla County Line Sec.
Grading, Paving and Signing

P. S. & E. documents for the subject project have been reviewed and are hereby conditionally approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way and control of access rights have been acquired or rights of entry obtained, with relocation advisory assistance provided, as indicated in Mr. Oakes' and Mr. Litchfield's October 7, 1965 reports with the following exceptions:

File No. 37574 - Anderson
37576 - Northern Pacific Railroad
37578 - Chapman

Access rights - Umatilla Elec. Cooperative Assn.
" " - Pac. N.W. Bell Telephone Co.

It will be necessary that the above parcels be made available for occupancy and contractor's use prior to our concurrence in award.

You are authorized to proceed with contractor's flagging included in your estimate in the amount of $5,000. Authorization to proceed with utility adjustments also included is being withheld since the plans and estimate therefor have not been furnished, however, these documents including X-permits eliminating the above noted access rights must be furnished prior to our concurrence in award. Such action will not obviate the necessity for providing the certification required by subparagraph 10e(2) of PPM 21-6.3 regarding utility adjustment coordination. Furthermore, we must insist that Article 7-26 of your special provisions be modified by an appropriate revision letter to prospective bidders to be consistent with such certification and avoid any possibility of increased bids. It should be understood that you may be obligated to the contractor, but Public Roads must, of course, consider that you have certified that the status of these

Orig to Young
Dl ered.
10-19-65
copies to Litchfield
Oakes

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

matters is such that delays should not result. Appropriate credits should be made in Public Roads participation for the liquidated damages involved in non-approved time extensions.

Approval of the 500 foot right-of-way through government lands from the westerly terminus of the project to Station 329 is being withheld. It was our understanding that this wide right-of-way was obtained to accommodate a frontage road which apparently could not be justified. Prior to undertaking any further construction of fencing, consideration should be given to return control of any excess to the Department of the Interior.

You are to be commended for development of your "Reference Index" and its utilization on this project. This consolidated index certainly will reduce our review time and it is conceivable that many other users will note a similar saving in time.

The pavement type selection of the project is accepted on the basis of documentation attached to your August 16, 1965 "Project Base Design" sheet. Stage construction of the pavement is acceptable on the basis of this design and supplemental justification included in Mr. Gregg's report of the same date. Eligibility of the future 2-inch overlays for financing with Interstate funds is thereby established, provided the work is completed within the statutory time limit set for completion of the Interstate system and provided sufficient apportioned FAI funds are available for expenditure at the time such work is undertaken.

Double fencing of the frontage road on the southerly side of the highway from Station 698 to the easterly terminus is approved on the basis of justification furnished with Mr. Barbee's October 8, 1965 letter indicating that installation of cattle guards would be more costly.

Mr. Young's October 7, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

RECEIVED
OCT 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-ON-5(1x)167

674-

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 8, 1965

RECEIVED
OCT 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

ATTN: Mr. L. C. Jensen

NOTED
F. B. KLABOE

Dear Sir:

During our recent review of the plans for the Irrigon Junction-Umatilla Co. Line Section on the Old Oregon Trail Highway, the double fencing of the southerly side of the highway was questioned. The following summary with attachments outlines the problems which required the additional fence.

The present highway is fenced because of stock ranging in the area southerly of the highway. Construction of the frontage road between Sta. 699 & 765 intercepts three fences which intersect out right of way boundary. Cattle guards were first considered for these locations without fencing for southerly edge of the frontage road. This resulted in a situation where users of the frontage road would be encountering cattle on the roadway on occasion. Subsequently an economic comparison was made which indicated that fencing of the southerly side of the frontage road would be more economical as well as beneficial to all concerned.

Elimination of the fence on the access control line was considered. However, the possibility of stray livestock and the lack of a significant physical barrier between the freeway and the frontage road dictated a need for fencing on the access control line.

The attached estimate and sheet 1, 16, 17 & 18 from the plans indicate the pertinent costs and locations of facilities.

On the basis of the above mentioned circumstances, we are asking your concurrence for use of both fences through the area in question.

Very truly yours,

F. D. Morgan
Construction Engineer
By D. J. Barbee

D. J. Barbee
Ass't. Construction Engineer

GCW:rw
Attach.
cc: F. B Klaboe

RECEIVED
OCT 12 1965
FOR FILE
I 80N-2(1)117
6743

October 7, 1965

Oregon State Highway Department
Att: Si Cox
City and County Division
Salem, Oregon

Dear Sir:

You are probably aware of the intense interest expressed in both the B. L. M. land and the private land bording the proposed freeway through Morrow County. In particular I have reference to the area immediately adjoining the freeway from the Boardman, Irrigon junction East to the Morrow County line.

Since the date on which the Morrow County Court signed the agreement with the State Highway Commission to close certain roads in the North end which did open onto the present highway 30, there have been a number of developments which make it imperative that we take a new look at what this could entail. We believe that you will agree with us that a situation has developed there over which we had no control or no knowledge at the time this agreement was signed. We feel that since this is the case that the State has a responsibility also.

I am enclosing a copy of a letter I just received today. It illustrates one of the problems facing us.

We urge you to arrange to meet with us either in Salem or at Boardman to discuss this matter.

Very truly yours,

Paul W. Jones, County Judge
of Morrow County, Oregon

NOTED
FORREST COOPER

RECEIVED
OCT 8 1965

COREY, BYLER & REW
ATTORNEYS AT LAW
222 S. E. DORION AVE.
P. O. BOX 218
PENDLETON, OREGON 97801

GEORGE H. COREY
ALEN M. BYLER
LAWRENCE T. REW

TELEPHONE
AREA CODE 503
276-3331

October 5, 1965

Honorable Paul Jones
County Judge
Morrow County
Heppner, Oregon

Dear Judge Jones:

We represent Mike Andrews, who with his family own considerable land along highway 30 in your county east of Boardman. The program for freeway development in this area is going to leave Mr. Andrews without access to his land. It has been suggested that possibly Morrow County will be making some plans for county roads to serve the landowners in this area.

Mr. Andrews advises me that he has talked with you and that you were going to come out and look at the problem with him. It will be appreciated if you could make such arrangements with Mr. Andrews at your early convenience. If we can be of any assistance in arranging the meeting, please let us know.

Sincerely yours,

COREY, BYLER & REW

By George Corey

GHC:mf

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OCT

RECEIVED
SEP 7 1965
FOR FILING

Form CO-121
(11-63)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-80N-5
(18)167
L743

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 31, 1965

In reply refer to: 08-35.3-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

We are approving the below shown Stage 2 construction project, effective this date, to be included in the subject program as requested by Mr. Young's August 23, letter:

Item	Project	Location	Work
418	I-80N-5(18)116	Irrigon Jct.-Umatilla C.L.	Grade, pave

You are authorized to proceed with utility preparatory work on this project, effective this date.

This action provides for 8.9 miles of construction estimated to cost $1,890,000 of which $1,738,000 is reserved as Federal funds.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
9-7-65

RECEIVED
SEP 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 27 1965
FOR FILING

I-80N-5(18)167
6743

MISC. CONTRACTS and AGREEMENTS No. 2902

Agenda Item
4C
8-23-65

August 25, 1965

Morrow County Court
Courthouse
Heppner, Oregon

Gentlemen:

We are enclosing for your records and files a fully executed copy of a throughway agreement between the State Highway Commission and Morrow County covering the Irrigon Junction-Umatilla County Line Section on Old Oregon Trail, Hwy. #6 in Morrow County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

RECEIVED
AUG 13 1965
FOR FILING

I-XXN-C(1x) 167

1745

August 13, 1965

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the August 23 Commission meeting will be a throughway agreement with Morrow County pertaining to the Irrigon Junction--Umatilla County Line Section of the Old Oregon Trail, Highway No. 6 (I-82W), in Morrow County.

This agreement provides for construction of the throughway and connections to the Ordnance Interchange, lying in Umatilla County, as well as construction of a frontage road within Morrow County to connect the interchange. Also covered are various road closures.

Upon completion of the project, the State will assume maintenance, jurisdiction, and control of the throughway and interchange, and Morrow County will assume full maintenance of the frontage road constructed within the limits of Morrow County. The State will relinquish all right, title, and interest in the frontage road to the County.

It is proposed to advertise this project for bid letting on September 21. The estimated cost is $1,890,000 and, if satisfactory bids are received and no other complications arise, the contract would be under construction around early October.

Your approval is recommended and your authority requested for the Secretary's signature for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

DNH:mm bg

RECEIVED
JUL 12 1965
FOR FILING
I-N-1(12) 167
6743

June 17, 1965

The Honorable Dewey W. West, Jr.
Mayor of Boardman
City Hall
Boardman, Oregon

3b-1

Dear Mayor West:

The State Highway Commission at its meeting on June 1, 1965, adopted a survey concerning improvement on the Irrigon Junction-Umatilla County Line Section of the Old Oregon Trail Highway.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 299" adopting the survey.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

Att.

cc Morrow County Court
Courthouse
Heppner, Oregon

FORM E-123X 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 19, 1965

Oregon State Highway Commission

AGENDA
JUN 1 1965
3b-2

Gentlemen:

The survey on the Irrigon Junction-Umatilla County Line Section of the Old Oregon Trail Highway in Morrow County has been completed. Originally, Morrow County waived public hearing but subsequent to that date requested that an informal informational hearing be provided. This was held by our Division Office personnel. ← April 6, 1965 at Burnman (City Hall)

The only objection to the project as planned expressed was that the County thought we should build four lanes of new highway leaving the present highway for service to the area in case future development in this section warranted. The County also requested an interchange at Patterson-Ferry Road. Both of these matters have been investigated and I do not think it justified to build four lanes on the basis of future possible development, and we cannot justify an interchange at Patterson Road for the extremely small amount of traffic developed.

The length of this section is 8.53 miles. I am attaching a map for your information. The estimated cost of the construction is $2,100,000. Right-of-way cost is estimated at $35,000. This will be financed with Interstate funds. I would recommend that you approve this survey and request that you authorize purchase for the necessary rights-of-way. This matter will be on the agenda for the June 1 meeting.

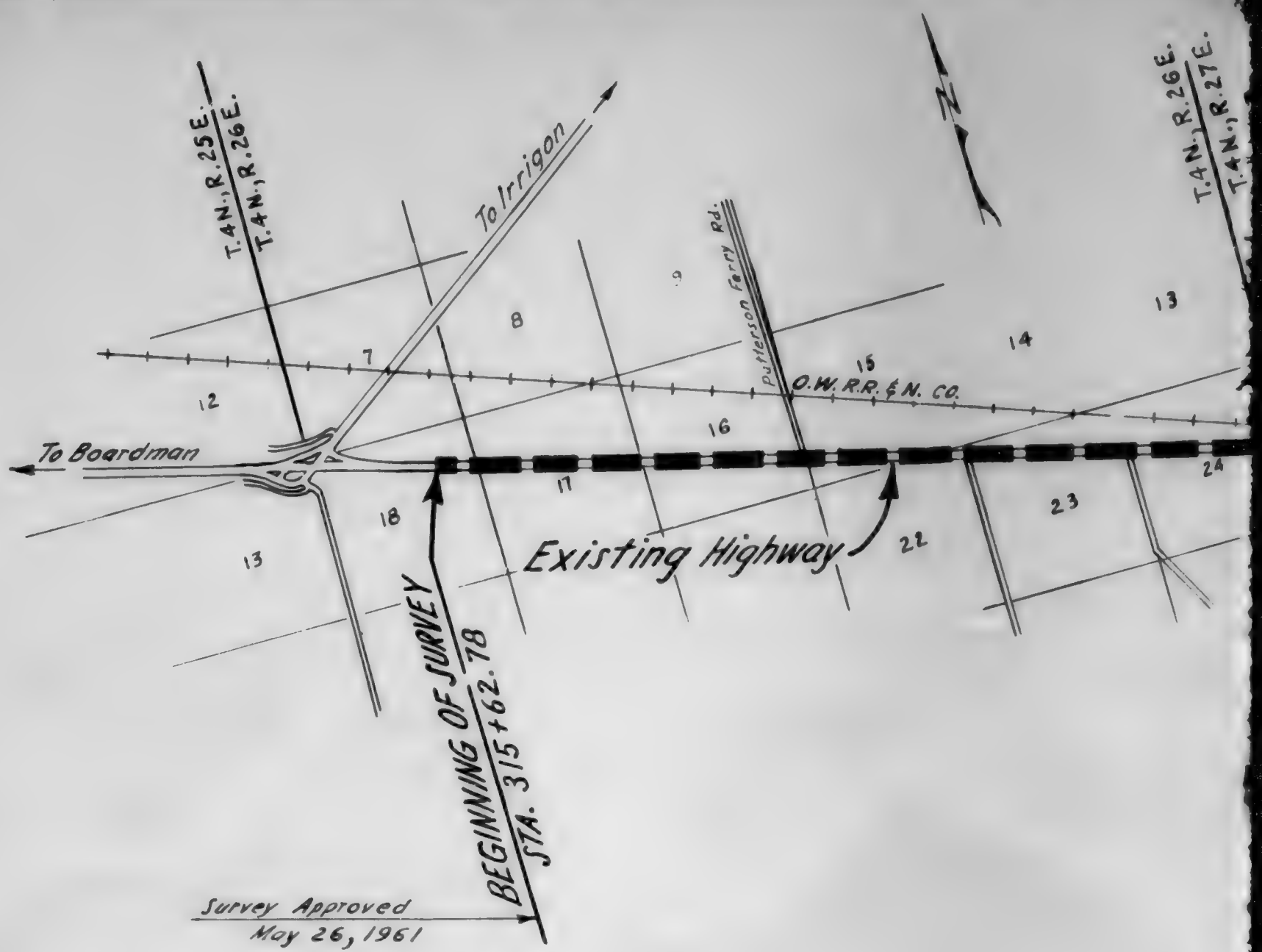
Very truly yours,

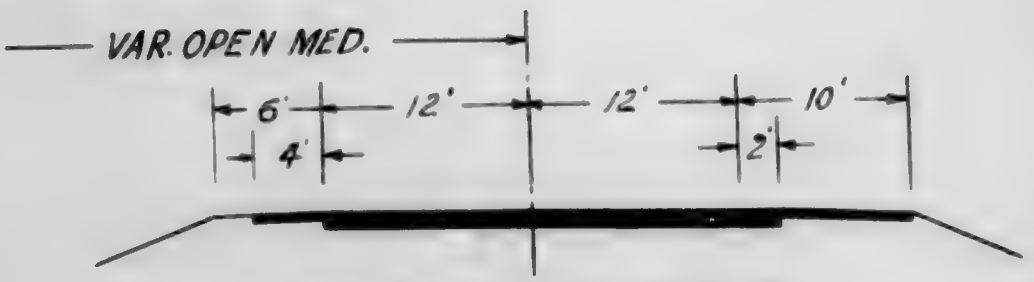
Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query ✓
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
Walter T. Wright
A. F. Parson

NOTED
FLOYD QUERY





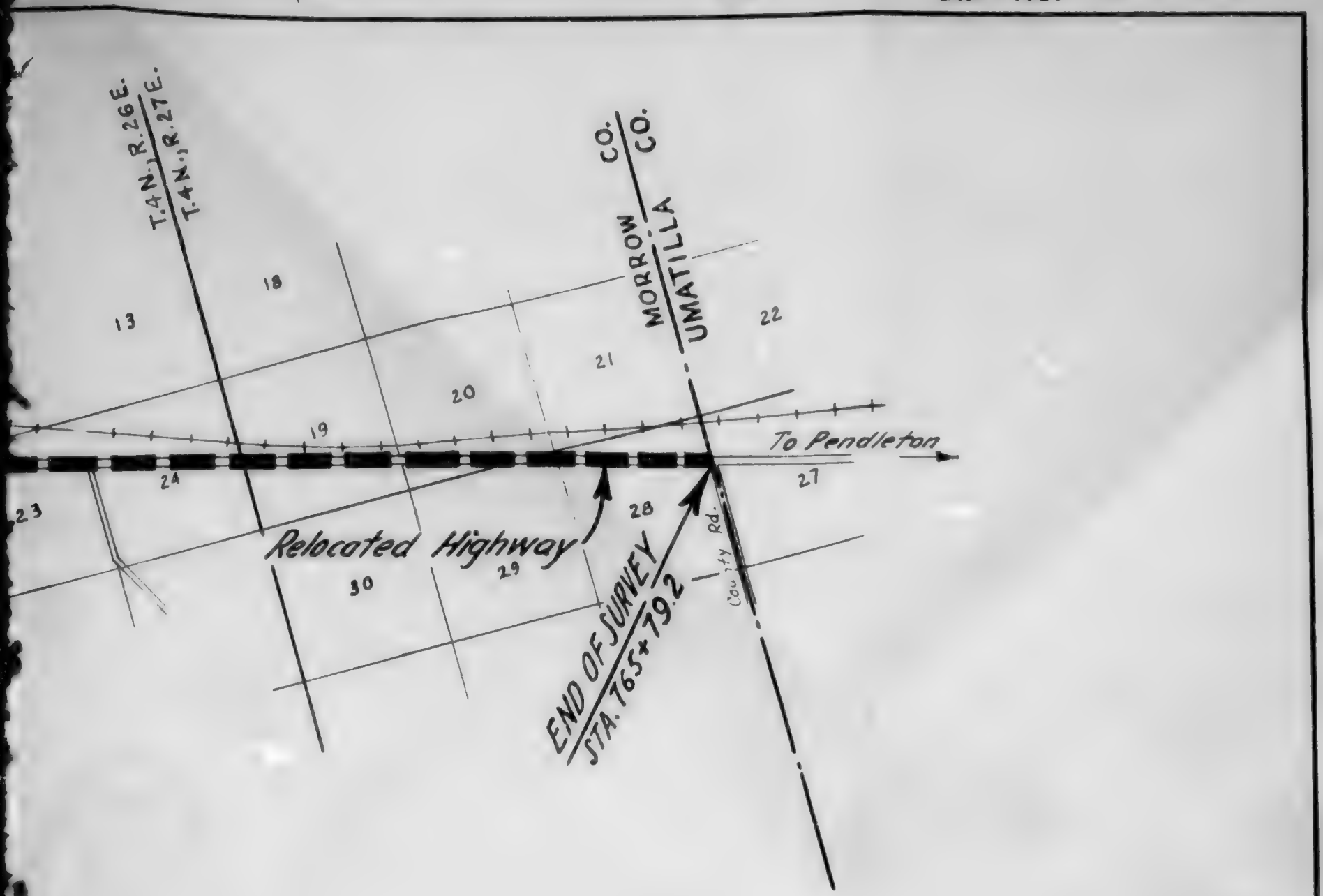
TYPICAL HALF SECTION
4 LANE FREEWAY

PUBLIC HEARING
SYSTEM ACTION
COUNTY
STATE HIG
BUREAU
THROUGHWAY RESO
ACCESS CONTROL

APPROVED:

E.53 11

DR NO. 1R-4-116



PUBLIC HEARING	Waived
SYSTEM ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	None Required
BUREAU OF PUBLIC ROADS	None Required
THROUGHWAY RESOLUTION ADOPTED	None Required
ACCESS CONTROL	Complete

APPROVED: MAY 18 1965, 19

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

IRRIGON JCT.~UMATILLA CO. LINE

OLD OREGON TRAIL HIGHWAY

MORROW COUNTY

DRG. NO. 1R-4-116

SCALE: 1" = 1 Mile | DATE: May, 1965

FOR DETAILS SEE DRG. NO.

5B-28-20 Aug. 1940, 5B-28-21 Aug. 1940

OREGON STATE HIGHWAY DEPARTMENT

RECEIVED
SEP 10 1965
FILING

SUBJECT: Referred to Baier 6-1-65 Ed T

DATE: May 26, 1965

TO:
R. L. Porter
Deputy State Highway Engineer

FROM:
L. E. George
Asst. Traffic Engineer

During a phone conversation this morning with Mr. Harper, City Manager, Hermiston, he requested that I relay a message to you.

He stated that he had discussed with you and Mr. Cooper the possibility of access from the Interstate line at Ordnance to serve a new industry that was considering a location there.

The message that he wished to relay was that the company has decided not to install their plant at Ordnance and the access under discussion will not be needed.

NOTED
F. B. KLABOE

Bud George

(SIGNATURE)

LEG:njc

PLEASE REPLY HERE

CC: _____ (SIGNATURE) (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

2

RECEIVED
APR 15 1965
FILING
I-5(18)167
6743

April 14, 1965

Oregon State Highway Commission

Gentlemen:

Reference is made to my March 29 letter asking for approval of the survey between Irrigon Junction and the Umatilla County line on the Old Oregon Trail Highway, Interstate 80N. This was to be on the agenda for the April 20 meeting.

Based on local demands and after consultation with the Bureau of Public Roads, it appears that this matter should be studied further and we request that this survey approval be withdrawn from the April 20 agenda.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
W. T. Wright
A. F. Parson

RLP:ms bg

RECEIVED
SEP 1 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 7, 1965

SUBJECT: Irrigon Jct.-Umatilla Co. Line Section
Old Oregon Trail Highway
Informal Hearing at Boardman

To:
Mr. R. L. Porter
Deputy State Highway Engineer
Salem

On April 6, 1965, an informal hearing was held at the city hall in Boardman commencing at about 10:10 a.m. and concluding shortly after 12 noon. We are attaching a tabulation of the people in attendance as well as certain statements that were made for the records, including an opening statement by the division engineer and a copy of a memo to the liaison file on this section prepared by our local right of way supervisor.

It would appear that there is some merit in the objections raised by the local people in this area whereby there are no provisions for service to the lands adjacent to and on the southerly side of the existing highway following completion of the proposed interstate construction, with the exception of the frontage road proposed for one and one-fourth mile on the easterly end. There may also be some merit in their request in that the traffic that is at present using the Paterson Ferry Road would be subjected to undue hardship if some provision was not made for connecting this either to the freeway or a frontage road.

We think that everyone is aware of the rapid development that has taken place in the last decade or so of that land in the western part of Umatilla County and Eastern Morrow County lying south of the Old Oregon Trail Highway. Continued development of this land is going to occur and quite probably at an increased rate. There are numerous sections of federal land in this area on which various farmers are showing interest in and, in some cases, have actually applied for desert land entry looking toward eventual ownership thereof. The land itself is adaptable to the growing of numerous crops needing only addition of some chemicals and water. The existing wells are at the present time furnishing water for sprinkler-type irrigation for 320 acres and more per well. Impoundment of water by the John Day Dam will make ground water from wells or pumping from the river even more feasible.

The existing farm products are transported to the highway over minimum-type roads. In most cases, just trails through the sage brush. Our economic analysis during location indicated that the existing services could be perpetuated by roads that involve only more circuity of travel. We do think, however, that there is a certain moral obligation by the highway department in construction of our freeway system to the existing economy of the community affected. The request from the county court for establishment of this frontage road in return for the severing of the minimum-type roads presently in existence, seems to have a certain amount of justification and possibly should be an expense to be borne by the road users; in that we are, by modifying the existing highway, removing it as a farm-to-market road.

Even if the frontage road as proposed cannot be constructed as part of the interstate system, we believe that it would be an advantage to the public to acquire necessary rights of way of land for a public road to be constructed some time in the future, adjacent to the freeway. There certainly will be no time when this right of way can be acquired at a lesser cost than at present.

Taking a long look into the future, it would also seem advisable to acquire a strip for a road along the north side of the highway through this section in the eventuality that the Ordnance Depot may be retired from its present use and be available for other development, as well as increased development of the lands on the northerly side of the existing highway. The cost of this additional land would certainly be much less now prior to any great improvement. In a discussion with Mr. Baker of the Umatilla Ordnance Depot, he made a statement that they did not have, at the present time, enough use of their western area to justify any request for a frontage road to the approach opposite and on the northerly side of Station 614. However, that if an oiled frontage road was constructed this would be used by the Ordnance people resulting in a certain saving in their cost of operation.

A. F. Parson
Division Engineer

By H. S. Coulter

H. S. Coulter
Assistant Division Engineer

HSC:if

Attachments

cc: F. D. Morgan
V. D. Wolfe

RECEIVED
APR 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR - 8 1965
OREGON
STATE HIGHWAY COMMISSION

Irrigon Junction-Umatilla County Line Section
Old Oregon Trail Highway
Informal Hearing, Boardman
April 6, 1965

Opening Statement:

I would like to open the meeting by stating that this is not a formal hearing, merely an informative-type meeting in which we will attempt to answer any questions you might have. We wish to show you what we intend to do on this section. If you have any questions, feel free to ask; or if you have any statements you wish to make for the records, these will be taken by our secretary and typed up for your signature while you are here. The reason for this haste is that the public hearing originally scheduled was not requested by Morrow County. Therefore, we notified the Bureau of Public Roads that no meeting was requested. We received permission from the BPR to negotiate for property and we are ready to do so, and by having this type of meeting, we can get your statements. Your statements are not necessary but we will be glad to take them and submit them to the Highway Commission.

The proposed road, of course, will be built to interstate standards, which means four lanes with no accesses to the highway or across the highway. Starting at the Irrigon Junction end (part of it is already constructed at the interchange) the new two lanes will be on the southerly side of the present road to a point easterly of the Paterson Ferry Road. From here to the Morrow-Umatilla County Line the new two lanes will be on the northerly side of the present road. There will be a full interchange immediately east of the Umatilla-Morrow County line at the Ordnance Depot. All cross roads will be closed, according to present plans. A frontage road will extend on the southerly side of the freeway from the county line westerly about one and one-fourth mile.

A F Parson

A. F. Parson
Division Engineer

AFP:if

Informal Hearing
Highway 80N
Irrigon Jct.-Umatilla Co. Line Section
April 6, 1965

A hearing was called to order by Mr. A. F. Parson, division engineer Division 5, Oregon State Highway; Mr. L. C. Jensen, area engineer, representing the Bureau of Public Roads. Other Highway officials as follows:

H. S. Coulter, assistant division engineer
L. C. Johnson, resident engineer
L. C. Smitton, district maintenance superintendent
K. A. Chatwood, right of way supervisor

The following people were present at this hearing:

Gaylord M. Madison, Echo, Oregon
Walter H. Hayes, Morrow Co. Commissioner, Boardman
Fred Andrews, Echo
L. Christiansen, P.O. Box 417, Irrigon
L. J. Le Blanc, Irrigon Oregon (Texaco)
Dewey W. West, Jr., Boardman (Mayor)
Chester Wilson, Irrigon (Mayor)
Willard C. Baker, Umatilla (Army Depot)
A. J. Shea, Umatilla " "
Gene Ferguson, Morrow Co. Commissioner, Heppner
Paul W. Jones, Morrow Co. Judge, Heppner
E. F. McDole, Hermiston
C. W. Ruddell, Hermiston
Clark Key, Hermiston
L. L. Martin, Hermiston
H. A. Snyder, Irrigon
Joe Tatone, Boardman
Max Hellberg, Boardman
Luther W. Cramer, Hermiston
Ethel Cramer, Hermiston
K. W. Eppenbaugh, Irrigon

Following are statements for the records:

From: W. H. Cramer

Here is a petition which I wish to submit for review by the Oregon State Highway Department. This concerns frontage road from overpass to overpass on the south side. It also includes map of proposed frontage road and highway map. 46 signatures are on the petition. Also attached is summary of information regarding families affected, hay production, land values, etc., on SW of the east county line and south of M.P. 71.

Luther W. Cramer

Signed:

Informal Hearing
April 6, 1965

Statement made by Morrow Co. Judge, Honorable Paul Jones

We are primarily concerned withthe topic of access to I80N. Looking at it from a financial standpoint, as most of the residents know, this is a large county with very limited road budget. The thing that we are being faced with is additional roads to be built through this area if 80N crosses through some of this. We feel that there should be a frontage road through, whether a major highway is something else. We feel that there should be at least a minimum of good rock base frontage road between the Morrow County Line and HWY730 interchange, although we have not gone into an extensive study of it. It looks like when this is done, the county is going to have to do some extensive road building. If anyone is familiar with the budget, how will this be done? If this county continues to develop as it has in the last few years, and we feel it will continue to develop, particularly hay raising and other crops, then it is very necessary for roads through the farming area and accesses.

Paul F. Jones
Signed

Statement made by Mr. Wilson, Mayor of Irrigon

The people on the north side of this highway would like to recommend a road in conjunction with the south side and access at the Paterson Ferry Road, and have expressed their desire for a parellel road to serve the south side. If an overpass is built at Paterson Ferry road connecting to a frontage road on the southerly side, it would make suitable access for the people of the Irrigon area and the area northerly of the Union Pacific railroad tracks. This is an area of approximately 50 square miles and affects approximately 600 people. This plan would give access for the rural fire department to the south side of the area.

Theodore Wilson Mayor
Signed
K. A. Effinbaugh Cetiga
W. A. Snyder Council men

Informal Hearing
April 6, 1965

Statement made by representative of Irrigon Rural Fire District

The Irrigon Rural Fire District extends from the Morrow County Line, west to Paterson Ferry road, North and south to the river and US30. The fire district has a mutual agreement with Ordnance Depot, Hermiston and Umatilla, also other locations in the area.

The fire district recommends an overpass at Paterson Ferry. This plan would give access for the rural fire department to the south side of the area.

K. W. Eggenbough
Signed
H A Snyder

Statement made by Harry Snyder
Employee of Ordnance Depot

Approximately 100 people work at the Ordance Depot and live in the Irrigon area who would have to travel approximately 30 additional miles a day to use the HWY730 interchange. By building the overpass at Paterson Ferry, this would eliminate the additional mileage traveled each day.

Harry A Snyder
Signed
K. W. Eggenbough

Informal Hearing
April 6, 1965

We, the undersigned, farm approximately 2200 acres on the south side of Present Highway US30 and an access road running from Ordnance to the Irrigon Interchange would be very beneficial to our farming operations. Without the access road, there is going to be a large number of acres that will be inaccessible by present roads.

This area has a potential of 26,000 acres of farming operations and an access road onto Highway 30 is a necessity.

The overpass on the Paterson Ferry road would also help in the trucking of our produce to market and eliminate the competition from the Moses Lake area in Washington State. Truckers require approximately $1.00 for every 25 miles of travel for this, and this would make the farmers have to charge more for their produce to cover the additional cost of getting produce to markets in Western Oregon.

Signed:

E. W. Doherty

Cecil Caldwell

L. F. Martin

Clark Key

Petition

To the Honorable the County Court of Morrow County, State of Oregon

We, the undersigned, freeholders of the County of Morrow, State of Oregon, residing in the Road District or Districts where said road is to be constructed *hereinafter described, respectfully petition your Honorable Body to* purpose *a County Road as follows, to-wit:*

See Attached Map (Marked in Red)

The public necessity for such road being as follows: Need to gain access to private property lying South of Highway 30 and to use said access road without the necessity of entering onto Highway 30 which will be without exit to said private property.

Width of said road to be Sixty (60) *feet.*

NAMES	NAMES
Mary Hellberg	R C Ryan
Marilyn Hellberg	Roda Waddoy
Frank Brazen	Fred Gardiner
Walter K Cramer	Maxwell L. Jones
Mildred J. Cramer	Ralph W Lawson
Luther W. Cramer	Mary Isabelle Jones
Clark Key	Edna F Mullins
Bernice Key	Warren E Mullins
Frances McDole	Estie L Sand
Marvon McDole	Mabel Sand
Robert M Hopkins	Floyd J Hobbs
Elroy H McDole	Gladys Hobbs
Leola V. Martin	Jimmy R Parsons
Howard E Martin	Rachel T Parsons
Clarence Rudkolf	Lloyd M Barger
Mary Lou Brown	Kenneth W Gault
Myrtle B McDole	Olen J. Lamb

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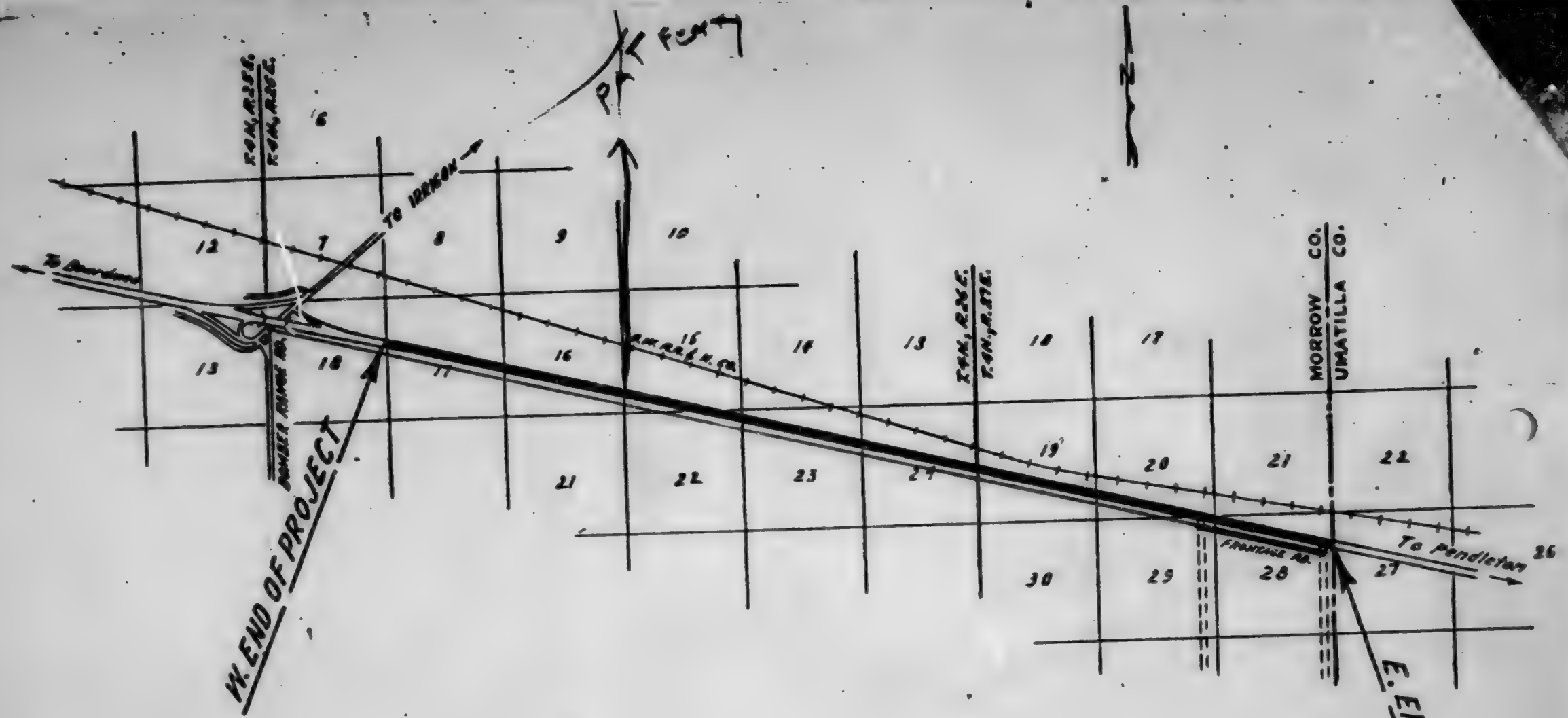
Luther W. Cramer	Mary Isabelle Jones
Clark Key	Edna F Mc Elvain
Bernice Key	Wayne E McElvain
Frances McDole	Blair L Reed
Marvon McDole	Mabel Reed
Robert M. Hawkins	Floyd J Hobbs
Elroy H McDole	Gladys Hobbs
Leola W. Martin	Hermit R Parsons
Howard E Martin	Rachel J Parsons
Clarence W Ruthelf	Lloyd M Barger
Mary Lou Broad	Kenneth W Fahl
Myrtle B. McDole	Olley J. Lamb
Leon J LeBlanc	Carol L LeBlanc
Ruth Clark	Ernest Cramer
Marilyn M Collins	Ethel Cramer
Leland Christiansen	Mildred Broad
Marjorie M Christiansen	Mrs C.M. Russell



Preliminary Hearing Map

IRRIGON JCT. - UMATILLA COUNTY LINE

OLD OREGON TRAIL

MORROW COUNTY

FORM E-20X—60M—7-64 SP°6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande 97850
April 7, 1965

SUBJECT: Irrigon Jct.-Umatilla Co. Line
Old Oregon Trail Highway
Morrow County

To: Memo to the Liaison File:

Yesterday I attended a public hearing in Boardman called by the county judge. Mr. Parson, Mr. Coulter, Mr. Lowell Jensen of the Bureau of Public Roads, Resident Engineer L.C. Johnson, D.M.S. Larry Smitton, and myself attended for the Highway Department.

The hearing map indicates that a frontage road will be built from the Morrow County line along the southerly side of the existing highway past the Braat property to the Fred Hoskins property. The hearing map also shows closure of five county road crossings and one access road from a part of the Umatilla Ordnance Depot.

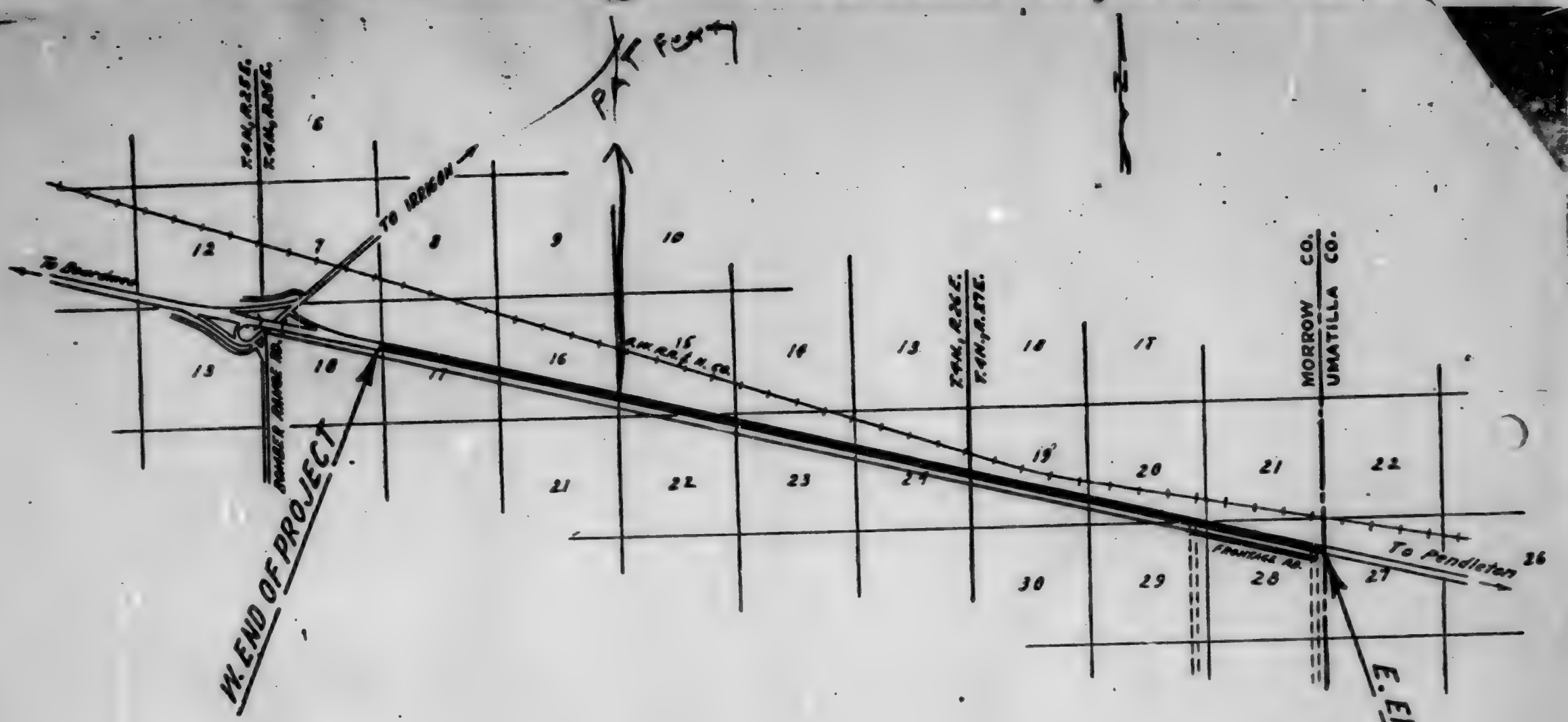
Twenty-one persons attended the hearing, including the Morrow County Court. They voiced the opinion that there should be some sort of an access granted to this long stretch of highway, and they were almost unanimous in their opinion that it should be a continuous frontage road on the south side with an overpass constructed at the Paterson Ferry Road. Most of the land that this road would serve is presently unimproved typical sagebrush land; however, the land is fast going under irrigation. The Bureau of Land Management, it was brought out, intends to sell several sections this summer. Many of the farmers have been successful in getting irrigation wells at approximately the 100' depth; each well will furnish sufficient water for 320 acres of irrigated alfalfa, on which they get four and sometimes five crops a year.

I recommend that if the State and Federal authorities do not see their way clear to a frontage road as requested by these people, at least the right of way for a future frontage road be purchased while the land is at this low stage of development. Such a frontage road could be developed by either the county or the State if the need arose.

The meeting was friendly and the citizens of Morrow County seem to have a warm and high regard for the State Highway Department.

K. A. CHATWOOD
District Supervisor

KAC:lrl



Preliminary Hearing Map

IRRIGON JCT. – UMATILLA COUNTY LINE

OLD OREGON TRAIL

MORROW COUNTY

Hearing 9A

Tuesday March 30 2 PM

Juvenile Court Room 9AM to 9 PM.
~~Monday Mar 29 1965~~

Supreme Court Room
9AM & 12 Mar 30

2 PM —

FORM E-30X—30M—7-64 SP°6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande 97850
April 7, 1965

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Old Oregon Trail Highway
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K. A. CHATWOOD
District Supervisor

KAC:lrl

RECEIVED
MAR 31 1965
FOR FILING

I-80N-5(18)167
C7143

March 29, 1965

Oregon State Highway Commission

Gentlemen:

The survey for the Irrigon Junction-Umatilla County Line Section of the Old Oregon Trail Highway (Interstate Route 80N) in Morrow County has been completed. The section is 6.86 miles in length and a map is attached for your information. No public hearing was requested.

It is estimated that the section will cost $2 million for construction and $35,000 for right-of-way. It is requested that you approve the survey so that the necessary right-of-way may be acquired and the project scheduled for early construction.

The matter will appear on the agenda for your consideration at the April 20 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Attach.

cc: Floyd Query
Lloyd Shaw
V. D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
W. T. Wright
A. F. Parson

RLP:ms:sw

RECEIVED
JAN 11 1965
FOR FILING

I-80N-5(18) 1-7
6745

January 11, 1965

Hon. Chester A. Wilson
Mayor of the City of Irrigon
Irrigon, Oregon

Dear Mayor Wilson:

I am replying to your letter of December 14 in which you protest closure of access to Patterson Ferry Road under construction of Interstate 80 North.

We have previously attempted to justify an interchange at this point without success. The traffic volumes on Patterson Ferry Road are so small that the expenditure of public funds cannot be properly justified.

Your statement that a school is being located near Patterson Ferry Road however might make considerable difference in an effort to justify this interchange. If you have at your command information as to the exact location, when it will be built, the area serviced by the school, and the routing of school busses, it would be of service to us in further contact with the Federal Government in your behalf. Will you please consider providing this information for our use.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPShajw

cc Forrest Cooper
R. L. Porter
H. S. Cox
A. F. Parson

COME WHERE

CITY of IRRIGON

IRRIGON, OREGON
97844

REFERRED TO
Shaw
BY
Please answer

December 14, 1964

RECEIVED
[illegible] P. SHAW

State Highway Department
Att; Forrest Cooper, SHE
Ref; F.D.Morgan, Cons. Eng.
Salem, oregon

Dear Sirs;

A letter from your office, written to Howard Gollyhorn of this community, came to my attention recently, regarding closure of access to Highway 80N at the present Patterson Ferry Road.

I have been instructed by the City Council of Irrigon to write your office asking that reconsideration be given this point.

We appreciate the many problems that face engineering in determining points of access to freeways limiting these but feel the economic impact that is inevitable with this closure justifies this protest.

Notwithstanding the traffic-use survey conducted, many men of the community who work at Ordnance Depot would find their daily travel time drastically increased. In fact those renting homes would find it a real hardship and be inclined to move to points more accessable.

We believe every consideration should be given this matter before final disposition is made.

Very truly yours,
Chester A. Wilson
Chester A. Wilson, Mayor

P.S. I forgot to mention another very important reason for our desiring an easy access from the Patterson Ferry Road to the new Interstate highway -- as you may have read in the papers, the Morrow County School Board has decided to build the new Riverside School in the area of the Patterson Ferry Road, and having an access from the Patterson Ferry Road to the new highway would greatly facilitate transportation of students as well as of adults attending school activities.

RECEIVED
[illegible] HIGHWAY COMMISSION

REFERRED TO
Olson
Asst. Const. Engr.

Irrigon Oregon
9 October 1964

Oregon State Hiway Dep't
Hiway Building, Salem Oregon
Mr. F. D.Morgan
Construction Engineer
Dear Mr. Morgan;

During the past few months there has developed deap concern among Civic Organizations and various individuals of the Irrigon Community, regarding a present intersection of a County oiled Road beginning at the old Patterson Ferry Landing and extending South across the old and new Hiway 730 to a point of intersection with Hiway 30 west of the Umatilla Army Depot, and East of the intersection of Hiways 30, 730, and the County road to Lexington, all which is East of Boardman.

It is assumed that provissions are not being included in the rebuild planning of Hiway 30 to include an intersection for this County Road, thus eliminating it from the system. Since this intersection is of vital importance to the Irrigon Community, will you kindly advise me of its Status at this stage of planning. Information requested is for use in reporting to the people of the Community.

Yours very truly

Howard V. Gollyhorn

ER-133(1) Dorena Dam Slide Section 1965
(Row R. Co. Rd.) (Grading)
#6744

C&A 2908

OREGON STATE HIGHWAY DEPARTMENT

FORM A-100 (8-64)

HIGHWAY DEPARTMENT INVOICE

NO. 96727

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-8-68	CC 1135		520-1000-257

Lane County
Courthouse
Eugene, Oregon 97401

RECEIVED
OCT 9 1968
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: C. F. Attig, Director of Public Works			
Final billing: Dorean Dam Slide Section, FAS 731 - [illegible]-133 (1). Covered by agreement dated April 20, 1965.			
County advance deposit		6,100.00	
Less Amount previously transferred		3,100.00	
			3,000.00
County share of construction costs		5,235.23	
Less amount previously transferred		3,100.00	
			2,135.23
To be refunded			864.77

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By .....

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Aransmeier

NOTED
HAROLD REYNOLDSON

NOTED
DON HARWELL

NOTED
H. S. COX

October 8, 1968

Lane County Board of Commissioners
Courthouse
Eugene, Oregon 97401

Attention: Mr. G. K. Attig
Director of Public Works

Gentlemen:

Final costs on the Dorena Dam Slide Section of FAS 231, ER-133(1), are enclosed.

In accordance with an agreement dated April 20, 1965, the amount of $864.77 is due the County. You will receive a refund in this amount.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer

HR:eb
Enc.

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
P B [illegible]

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

STATE COPY

...S 33A (2)
...Mann, Area Engr
cc ...D (Klaloe)
...D (Edwards)
Region
...ash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

...L CONSTRUCTION INSPECTION REPO... & FINAL REPORT

(PPM 20-6.1)

eg

REGION NO.	REPORT NO.	COUNTY	DIVISION
3	3	Lane	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO.
2-[illegible]-67	W. N. Bryant, Asst. Area Engr		ER-133(1)
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACTING AGENCY	TIME ELAPSED	APPROVED EXTENSION(S)
7-22-66	12-14-67	See below	See below
CONTRACT TIME	LOCATION		
[illegible]	County Roads, County FAS Routes, Lane County		

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

A copy of the State's materials certificate is attached to the Division office copy of this report.

All applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Other remarks:

COUNTY FAS ROUTES - LANE COUNTY

H. S. COX

Work on this project consisted of emergency and permanent restoration of facilities damaged during the December 1964 and January 1965 flood.

The work completed under Contract No. 6744, referred to as the Dorena Dam Slide, was covered by Report No. 2. This report covers the contract work on a portion of FAS Route 862 referred to as Delta Road along with other individual routes repaired by county forces and/or negotiated equipment rental.

FAS Route 860 & 862, Delta Road-Belt Line Road Junction.

For contract purposes, the ER portion of the work was combined with Oregon Project S-441(5) under Contract No. 6753. Work under this contract began 1-3-65 and was completed on 7-22-66, 24 days beyond the specified completion date. The State Highway Commission granted an extension of nine calendar days. The ER portion of the contract (Items 7, 8, & 9) was completed at a final cost of 24,515.42 as compared to the estimated cost of $27,460.

3/5/67 to Co. Engr. Gen. Correspondence Corr 3p

(more)

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Acceptance of the project is recommended.

Area Engineer
W. N. Bryant, Asst. Area Engr

Project Accepted 2-20-67

Division Engineer
A. W. Parsons, Division Engineer

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOL...LS

FAS Route 221, Cloverdale Road

The permanent restoration work was done in conjunction with the temporary repairs at a final estimated cost of $1,503.39. Due to a misunderstanding, County Force Order No. 1, approved 6-30-65 in the amount of $315, was not used.

FAS Route 223, Howe Lane

As indicated in the initial report, the permanent restoration work was completed on basis of being incidental to emergency repair. The work was completed by county forces at a final estimated cost of $57.11 as compared to the estimated amount of $900.

FAS Route 225, Deadwood Road

The permanent work was performed in conjunction with the temporary repairs at a final estimated cost of $1,103.19. This cost includes $991.50 for negotiated equipment rental and $111.69 for county force work. The estimated amount for repairs to this route was $7,300.

FAS Route 227, High Pass Road

The temporary repairs were completed using both negotiated equipment, labor and materials and county forces at a final cost of $1,264.31.

The permanent restoration was completed under County Force Order No. 2 approved 7-8-65. The final cost of CFO #2 was $561.92 as compared to the approved estimated amount of $503.00.

FAS Route 228, Marcola Road

The temporary repairs were completed in conjunction with the permanent repairs at a final cost of $841.76 compared to the programmed amount of $10,300. The programmed amount included a sizeable estimate for a rock buttress which was not constructed.

FAS Route 229, Lorane Road

The permanent restoration was completed in conjunction with the temporary repairs by county forces at a final cost of $59.63. Due to a misunderstanding, CFO #3, approved 7-8-65 in the estimated amount of $235, was not used.

FAS Route 230, Jasper - Lowell

The permanent restoration was completed by county forces in conjunction with the temporary repairs at a final cost of $545.29.

(more)

FAS Route 231, Row River Road

The temporary repairs were completed at a final cost of $18,270.18, which includes $10,410.64 for negotiated equipment, labor, and materials and $7,859.54 for county forces. The permanent restoration was completed under Price Agreement No. 1, approved 5-13-65 in the estimated amount of $2,851.25, at a final cost of $2,777.66; and CFO #4, approved 7-16-65 in the estimated amount of $15,000, at a final cost of $10,110.56.

FAS Route 578, Lancaster

Ther permanent restoration was completed in conjunction with the temporary repairs at a final cost of $2,012.19 as compared to the programmed amount of $8,800.

FAS Route 860, Belt Line Road

The permanent restoration was completed in conjunction with the temporary repairs at a final cost of $20,985.85. The approved programmed amount for this route was $28,900.

FAS Route 863, Saginaw East

The permanent restoration was completed by county forces in conjunction with the temporary repairs at a final cost of $42.24. The approved program amount for this route was $700.

RECEIVED
DEC 29 1966

ER-133 (1)
6744

December 29, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Federal-Aid Project Acceptance
Project No. ER-133(1)
Lane County

Dear Sir:

This is to advise you that all work authorized under FAP No. ER-133(1) has been completed. The type and location of the work are as follows:

For al Contracts 6744 6753	FAS 231	Dorena Dam Slide
	FAS 860 & 862	Delta Rd.-Belt Line Rd. Jct.
Permanent Repairs		
CFO #2	FAS 227	MP 1.50 to MP 5.15
PA #1	FAS 231	MP 1.27 to MP 16.18
CFO #4	FAS 231	MP 1.27 to MP 16.18
Temporary & Permanent Repairs		
Negotiated (Equip., Labor & Materials)	FAS 221	MP 0.28 to MP 3.31
Co. Force (Equip., Labor & Materials)	FAS 221	MP 0.28 to MP 3.31
Co. Force (Equip., Labor & Materials)	FAS 223	MP 12.32 to MP 13.12
Negotiated (Equip., Labor & Materials)	FAS 225	MP 1.68 to MP 18.77
Co. Force (Equip., Labor & Materials)	FAS 225	MP 1.68 to MP 18.77
Co. Force (Equip., Labor & Materials)	FAS 228	MP 2.32 to MP 20.50
Co. Force (Equip., Labor & Materials)	FAS 229	MP 3.28 to MP 4.39
Co. Force (Equip., Labor & Materials)	FAS 230	MP 0.37 to MP 10.22
Negotiated (Mat'ls.)	FAS 578	MP 0.31 to MP 2.22

Temporary & Permanent Repairs - Contd.		
Co. Force (Equip., Labor & Materials)	FAS 578	MP 0.31 to MP 2.22
Negotiated (Equip., Labor & Materials)	FAS 860	MP 3.1
Co. Force (Equip., Labor & Materials)	FAS 860	MP 3.1
Negotiated (Equip., Labor & Materials)	FAS 862	MP 0.00 to MP 1.06
Co. Force (Equip., Labor & Materials)	FAS 862	MP 0.00 to MP 1.06
Co. Force (Equip., Labor & Materials)	FAS 863	MP 0.58 to MP 0.65
Temporary Repairs		
Negotiated (Equip., Labor & Materials)	FAS 227	MP 1.50 to MP 5.15
Co. Force (Equip., Labor & Materials)	FAS 227	MP 1.50 to MP 5.15
Negotiated (Equip., Labor & Materials)	FAS 231	MP 1.27 to MP 16.18
Co. Force (Equip., Labor & Materials)	FAS 231	MP 1.27 to MP 16.18

Attached are the necessary supporting data required by your office.

Your final acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JK:bb

cc: C. H. Maison
E. S. Hunter
F. D. Morgan
I. D. Merchant
R. N. Chase
H. S. Cox

RECEIVED
AUG 24 1966

FORM E.20 REV 7-64 SP*6229-734

ER-132(1)

6744

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 3, 1966

Aug 66
REFERRED
TO Bill Nokes
FOR Nothing farther
G. E. ROHDE
having been heard on this matter we should file

SUBJECT: Damage to spring water supply -
Mr. and Mrs. Gene Hettwer
Contract # 6744
(for use in event of claim.

To: Mr. G. E. Rohde
Chief Counsel

L Office

On February 2, 1966, I spent the day in the Eugene area attempting to ascertain the facts on this matter. It would appear from what I learned that the only causal connection between our work and the pollution of the Hettwer spring water was the proximity in time and location. Neither Mr. Norburg nor Mr. Mayfield, the two resident engineers familiar with this problem, was in the Eugene area yesterday, so I was unable to talk to them. However, Mr. Mayfield's draftsman, J. E. Burnell, was in the office and was generally familiar with the facts. He worked with Norburg in assembling the data on this problem. I discussed the matter with him, reviewed all the information in their files and made an on-site inspection and photographs.

No one in our Eugene office has heard anything in the last couple of weeks from the Hettwers. It is quite possible that the problem has died out and that nothing further will occur. On the other hand it is also possible that the Hettwers are attempting to build a case against us, though there are no visible indications of this. It is also somewhat likely that the spring water has cleared up and is no longer polluted and that therefore we will hear nothing further from the Hettwers until such time as the spring dries up during the next dry spell, as it apparently already does.

Contrary to our previous information, the spring box or origin of the water supply to the Hettwer's farm is located directly underneath the centerline of the existing highway. Apparently the highway was built directly over the top of it. A pipe then leads about 35 feet therefrom to the south side of the highway fill. From that point the Hettwers have a pipe which runs to a rather crude wooden water storage tank. The visible portions of the Hettwer's system are very dilapidated. The tank does not appear repairable and leaks profusely, but

nevertheless it is full of water and appears to be adequate for their purposes.

The chronic slide condition referred to in J. Boyd's letter of January 17, 1966, does exist, but appears to involve only the highway fill and not the native terrain, except for one small area apparently too far removed to be involved in their problem. The native ground appears very stable; all the trees, bushes, fence posts, etc., stand erect except for structures attached to the highway fill. In summary, the only thing sliding is the highway. Judging from its cracks, only the outside or downhill edge of it is sliding. It would appear that the slide condition originates from inadequate design of the highway construction itself.

There would appear to be a possible connection between our recent slide correction work on Contract No. 6744 and the polluted water simply because of the coincidence in time and location. None of our work should have directly affected the Hettwer's water system, but the installation of perforated drainpipe was within 20 feet of their spring box. It is possible, if not likely, that due to the defective condition of the road generally and to its being prone to shifting or sliding, the use of heavy equipment thereon might well have caused some subsurface movement which could have affected the water system. Grossbeck & Durbin used heavy excavating equipment and heavy trucks, which no doubt caused a great amount of vibration and stirring around of the rather plastic clay upon which the highway is built.

The Hettwers have lived at their farm since only 1961 or 1962, according to a neighbor, Mrs. Johnson. She said that prior to the construction of her home she had lived in the home now owned by the Hettwers for about one year and had been very good friends of the prior owners. Her opinion of the water system was that while excessive farm use caused them to run out of water on occasion, it was only for short periods, but that the water had always been clear and fresh. This neighbor said that her own spring-fed water system had gone bad two years ago and that they had had to drill a well. She also pointed out that another neighbor had also had this condition, but in both cases it was due to a shortage of water, not pollution. She did not know if the recent changes in the various spring-fed water systems were due to sliding, or what. She said she couldn't even venture a guess.

Attached is a copy of a memo to the files made by H. E. Mayfield on January 20, 1966. It brings up some more information regarding the sliding and purports to indicate that the

sliding is the cause of the problem. In my opinion this could well be the case, but there may be some liability on the part of whoever is responsible for maintaining the highway. The history of this road as related to me is that it was built in 1941 and 1942 under contract with the U.S. Army Engineers. This highway was built in about 1941 by the Federal Government as a relocation project associated with the Dorena Dam. It is now, however, maintained by Lane County. If further threats of litigation ensue on this matter, it would probably be prudent for me to get the history of the road construction and maintenance.

With a view toward effecting a possible settlement, if necessary, I would like to point out that the City of Cottage Grove has a major water main running down the old highway (not the one here involved). It lies immediately in front of the Hettwer's residence. It would seem that if any repairs are required to the present water system for which we might be responsible, rather than try to effect any repairs, it would be much simpler and very much more economical merely to hook them up to the city water system.

William G. Nokes

WILLIAM G. NOKES
Investigator

WGN:jw
Attachment

FORM E-30 SGM 8-61 24007

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
Jan. 20, 1966

RECEIVED
JAN 24 1966
LEGAL & RIGHT OF WAY

SUBJECT: Water System: Hettwer Property
Dorena Dam Slide Section
Contract 6744 Prefix 520-1023

To: Memo to the Files:

On Nov. 11, 1965, the Contractor, Groesbeck & Durbin, excavated and placed 200 feet of perforated drain pipe starting from the West end of the project, this was the first work on this pipeline which was then extended eastward until completed. The Hettwer boy on either the 10th or 11th of November informed the Contractor Durbin that they must have hit and damaged their pipe line causing muddy water. Mr. Norberg and myself were watching the operation and saw no pipe and remarked that it was odd that no water was encountered in the pipe line trench.

The first letter from Mrs. Gene Hettwer was received by Groesbeck and Durbin on November 30, 1965. They mailed me a copy of this letter which I did not receive until December, 1965. This was the first knowledge I had of the existance of the water system or that it was giving trouble. I immediately went to talk to the Hettwers, however only their boy was home at that time. He allowed me to look at the water which was milky in color. I advised the boy that I would look into the matter. About 2 days later I talked to Mrs. Hettwer and she advised me that we must have hit a pipe, I asked her if she had had previous trouble with this spring. She addmitted it was necessary to borrow water from a neighbor in the summer. She stated she did not know the location of the spring. At this time we all thought the spring to be located above the Highway and I suspected that there had been a cave in in the spring or that surface water had entered from the r ains.

I contacted a neighbor, Mr. Frank Ballard, who stated that,during the years he had lived in the area, the water supply on the Hettwer property had not been satisfactory in quantity or quality. The neighbor directly across from the Hettwers verified this stating that the Hettwers borrowed water from them in the summer, and had the previous summer asked them if they knew someone they could get to drill a well reasonably.

A search was made with an electronic pipe finder on Dec. 13, 1965, showing the pipeline leading to the storage tank to start approximately under the Highway centerline at an estimated depth of 9 to 10 feet. This location was later verified by the map received from Lane County.

Since the first notice to me the water has been checked periodically to the present showing no change in the milky color, however the flow has increased since more rain has fallen.

D TO
MORGAN, Rohde ✓
1-21-66 JB
your information
NA

After Mrs. Wettwers second letter Mr. Chandler was advised of this problem and advised refering it to Lane County as a possible right of way obligation. The County located a map showing the location of the spring, studied copies of the Wettwers letters and deeds to the property and returned the matter to the Division Office.

Mr. J. Boyd looked at the area on the ground on either Jan. 12, or 13th., and commented on something which had been noticed but not commented on above; The wood piling and plank bulkhead just Easterly of the spring area shows considerable stress, which is also evidenced by existing patches and by cracks in the pavement which have not yet been patched out. This indicates that the slide area is still active. This condition was apparently noticed during the location for this slide correction project as the plans called for the installation of the perforated drain pipe not only above the area of the grading work but for approximately 420 feet westerly past the area where the wooden bulkhead is and past the spring location.

It is our belief that the milky condition of the water is due to the slide activity above noted, has existed over the years, and is not connected with the installation of the perforated drain pipe. On January 17th, 1966, Mr. Boyd wrote Mrs. Wettwer a letter of our findings disclaiming any responsibility due to the construction work performed on this project.

H. E. Mayfield

H. E. Mayfield
Resident Engineer

cc: ~~Construction Engineer~~
Division Engineer

STATE COPY

Monthly transaction number: 5-110	FHWA-PR-2A (Rev. 1-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 5 6744	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 5-10-66	County: Lane
		Project number: ER-133(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 14, 1966, is hereby modified as follows:

Revised estimated total cost of project $ 160,736

Revised Federal funds $ 102,083.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10th day of May, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Labbe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. ER-133(1)

COUNTY FAS ROUTES IN LANE COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices, estimated costs of approved County Force Orders and temporary and permanent repairs by County forces.)

Salem, Oregon, April 8, 1966

Type Code X006
Dorena Dam Slide (Sta. 27+00 to Sta. 33+20) (Contract No. 6744)

Clearing and Grubbing	All Required		$ 4,500.00
Embankment Foundation Excavation, Unclassified	5,350 cu.yds.	$ 1.00	5,350.00
Rock Fill	4,420 cu.yds.	2.80	12,376.00
Trench Excavation	150 cu.yds.	4.00	600.00
Special Backfill in Drains	140 cu.yds.	6.00	840.00
8-inch Metal Perf. Drain Pipe	680 lin.ft.	2.50	1,700.00
Guard Rail	360 lin.ft.	4.00	1,440.00
Extra Guard Rail Posts	5 only	15.00	75.00
			$ 26,881.00
Flagging (57% of Contractor's Cost)			200.00
	Subtotal		$ 27,081.00
	Engr. & Cont.		2,708.00
	Total		$ 29,789.00

Type Code 2010
Delta Road (Sta. 198+00 to Sta. 203+50) (Contract No. 6753)

Embankment in Place	3,400 cu.yds.	$ 1.80	$ 6,120.00
Toe Trench Excavation, Unclassified	1,180 cu.yds.	1.00	1,180.00
Loose Riprap	4,800 cu.yds.	4.20	20,160.00
	Subtotal		$ 27,460.00
	Engr. & Cont.		2,746.00
	Total		$ 30,206.00

Type Code 6201
FAS 221 (MP 0.26 to MP 3.31)

Temporary & Permanent*

Negotiated Equipment, Labor & Materials	All Required		$ 801.32
County Force Equipment, Labor & Materials	All Required		707.07
			$ 1,508.39

* Note: Permanent work done in conjunction with temporary repair. County Force Order not used due to a misunderstanding.

Type Code 3210
FAS 223 (MP 12.32 to MP 13.12)

Temporary and Permanent *

County Force Equipment, Labor & Materials	All Required	$ 57.11
	Subtotal	$ 57.11

*Note: Permanent work done in conjunction with temporary repair.

Type Code 2010
FAS 225 (MP 1.68 to MP 18.77)

Temporary and Permanent *

Negotiated Equipment, Labor & Materials	All Required	$ 991.50
County Force Equipment, Labor & Materials	All Required	111.69
	Subtotal	$ 1,103.19

*Note: Permanent work done in conjunction with temporary repair.

Type code 2010
FAS 227, Temporary and Permanent Repairs (MP 1.50 to MP 5.15)

Temporary

Negotiated Equipment, Labor & Materials	All Required	$ 315.97
County Force Equipment, Labor & Materials	All Required	948.34
	Subtotal	$ 1,264.31

Permanent

Approved County Force Order #2 * Negotiated Materials **	All Required	$ 140.50
County Forces Equipment, Labor & Materials	All Required	421.42
		$ 561.92
		$ 1,826.23

* Note: Amount Shown on this estimate is actual cost of C.F.O. #2.
** Note: Material purchased, not taken from County stock.

Type Code 6201
FAS 228 (MP 2.32 to MP 20.50)

Temporary and Permanent Repairs *

County Force Equipment, Labor & Materials	All Required	$ 841.76
	Subtotal	$ 841.76

*Note: Permanent work completed in conjunction with the temporary repair.

Type Code 3210
FAS 229 (MP 3.23 to MP 4.39)

Temporary and Permanent *

County Force Equipment, Labor & Materials	All Required	$ 59.63
	Subtotal	$ 59.63

*Note: Permanent work completed in conjunction with temporary repair. County Force Order not used due to a misunderstanding.

Type Code 6201
FAS 230 (MP 0.87 to MP 10.22)

Temporary and Permanent *

County Force Equipment, Labor & Materials	All Required	$ 545.29
		$ 545.29

*Note: Permanent work completed in conjunction with temporary repair.

Type Code 6201
FAS 231 (MP 1.27 to MP 16.18) (Temporary and Permanent Repair)

Temporary

Negotiated Equipment, Labor & Materials	All Required	$ 10,410.64
County Force Equipment, Labor & Materials	All Required	7,859.54
		$ 18,270.18

Permanent

Approved Price Agreement #1	All Required	$ 2,777.66
Approved County Force Order #4 *		
Negotiated Equipment, Labor & Materials	All Required	2,118.20
County Forces Equipment, Labor & Materials	All Required	7,992.36
		$ 12,888.22

	Subtotal	$ 31,158.40

*Note: (See Preceding Page) All work not completed by County Forces when the Force Order stated that it would be. The amount shown on this estimate is the actual cost of the Force Order.

Type Code 5231
FAS 578 (MP 0.31 to MP 2.22)

Temporary and Permanent *

Negotiated Materials	All Required	$ 738.36
County Force Equipment, Labor & Materials	All Required	1,273.83
		$ 2,012.19

*Note: Permanent work completed in conjunction with temporary repair.

Type Code 1081
FAS 860 (MP 3.1)

Temporary and Permanent *

Negotiated Equipment, Labor & Materials	All Required	$ 35,532.88
County Force Equipment, Labor & Materials	All Required	5,068.58
		$ 40,601.46

*Note: Permanent work completed in conjunction with temporary repair.

Type Code 6201
FAS 862 (MP 0.00 to MP 1.06)

Temporary and Permanent *

Negotiated Equipment, Labor & Materials	All Required	$ 15,213.21
County Force Equipment, Labor & Materials	All Required	5,772.64
		$ 20,985.85

*Note: Permanent work completed in conjunction with temporary repair.

Type Code 2010
FAS 863 (MP 0.58 to MP 0.65)

Temporary and Permanent *

County Force Equipment, Labor & Materials	All Required	$ 42.24
		$ 42.24

*Note: Permanent work completed in conjunction with temporary work.

Total $160,736.74

Length of Project ———————— 54.65 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Dorena Dam Slide (Contract 6744)	$ 29,789.00	$ 18,919.00	$ 5,435.00	$ 5,435.00
Delta Road (Cont. 6753)	30,206.00	19,184.00	5,511.00	5,511.00
FAS 221	1,508.39	958.00	275.19	275.20
FAS 223	57.11	36.00	10.56	10.55
FAS 225	1,103.19	700.00	201.59	201.60
FAS 227	1,826.23	1,160.00	333.12	333.11
FAS 228	841.76	534.00	153.88	153.88
FAS 229	59.63	38.00	10.81	10.82
FAS 230	545.29	346.00	99.65	99.64
FAS 231	31,158.40	19,788.00	5,685.20	5,685.20
FAS 578	2,012.19	1,279.00	366.59	366.60
FAS 860	40,601.46	25,786.00	7,407.73	7,407.73
FAS 862	20,985.85	13,328.00	3,828.93	3,828.92
FAS 863	42.24	27.00	7.62	7.62
Totals	$160,736.74	$102,083.00	$29,326.87	$29,326.87

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Profiles

520-1023 520-1024

The temporary and permanent repair amounts for this estimate were taken from Lane County's billing.

STATE COPY

Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
A-134		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
6744 2	1-14-66	Lane
		PROJECT NO. ER-133(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

County FAS Routes in Lane Co.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-24-65	0.00
*OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 80,789.00	$ 51,259.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Klaboe

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer JAN 14 1966

Oregon State Highway Department

Federal Aid
Project No. ER-133(1)

COUNTY FAS ROUTES IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices and approved County force orders.)

Salem, Oregon, December 27, 1965

Type Code Y006
Dorena Dam Slide (Sta. 27+00 to Sta. 33+20) (Contract No. 6744)

Clearing and Grubbing	All Required		$ 4,500.00
Embankment Foundation Excavation, Unclassified	5,350 cu.yd.	1.00	5,350.00
Rock Fill	4,420 cu.yd.	2.80	12,376.00
Trench Excavation	150 cu.yd.	4.00	600.00
Special Backfill in Drains	140 cu.yd.	6.00	840.00
8-inch Metal Perf. Drain Pipe	680 lin.ft.	2.50	1,700.00
Guard Rail	360 lin.ft.	4.00	1,440.00
Extra Guard Rail Posts	5 only	15.00	75.00
			$26,881.00
Flagging (5 7/8 of Contractor's Cost)			$ 200.00
		Subtotal	$27,081.00
		Engr. & Cont.	2,708.00
		Total	$29,789.00

Approved County Force Orders and Price Agreements

Price Agreement No. 1		$ 2,851.25
County Force Order No.1		315.00
County Force Order No. 2		503.00
County Force Order No. 3		235.00
County Force Order No. 4		15,000.00
	Subtotal	$18,904.25
	Engr. & Cont.	1,889.75
	Total	$20,794.00

Length of Project . . . . . 0.00 Mile

Type Code X008
Delta Road (Sta. 198+00 to Sta. 203+50)(Contract No. 6753)

Embankment in Place	3,400 cu.yd.	1.80	$ 6,120.00
Toe Trench Excavation, Unclassified	1,180 cu.yd.	1.00	1,180.00
Loose Riprap	4,800 cu.yd.	4.20	20,160.00
	Subtotal		$27,460.00
	Engr. & Cont.		2,746.00
	Total		$30,206.00

Length of Contract . . . . . 0.00 Miles

SUMMARY OF FUNDS

	Total	Federal Funds	State Funds	County Funds
Dorena Dam Slide	$29,789.00	$18,901.00	$ 5,444.00	$ 5,444.00
Approved C.F.O.s	20,794.00	13,194.00	3,800.00	3,800.00
Delta Road	30,206.00	19,164.00	5,521.00	5,521.00
Subtotal	$80,789.00	$51,259.00	$14,765.00	$14,765.00

Retained in Authorized Fund Status

Temporary and permanent not covered above	$ 87,211.00	$ 55,327.00	$ 15,942.00	$ 15,942.00
	$168,000.00	$106,586.00	$ 30,707.00	$ 30,707.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. ER-133(1)

COUNTY FAS ROUTES IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 16, 1965

Type Code Y006
Dorena Dam Slide (Sta. 27+00 to Sta. 33+20)(Contract No. 6744)

Clearing and Grubbing	All Required		$ 4,500.00
Embankment Foundation Excavation, Unclassified	5,350 cu.yds.	$ 1.00	5,350.00
Rock Fill	4,420 cu.yds.	2.80	12,376.00
Trench Excavation	150 cu.yds.	4.00	600.00
Special Backfill in Drains	140 cu.yds.	6.00	840.00
8-inch Metal Perf. Drain Pipe	680 lin.ft.	2.50	1,700.00
Guard Rail	360 lin.ft.	4.00	1,440.00
Extra Guard Rail Posts	5 only	15.00	75.00
			$26,881.00
Flagging (57½ of Contractor's Cost)			$ 200.00
		Subtotal	$27,081.00
		Engr. & Cont.	2,708.00
		Total	$29,789.00

Approved County Force Orders and Price Agreements

Price Agreement No. 1		$ 2,851.25
County Force Order No. 1		315.00
County Force Order No. 2		503.00
County Force Order No. 3		235.00
County Force Order No. 4		15,000.00
	Subtotal	$18,904.25
	Engr. & Cont.	1,889.75
	Total	$20,794.00

Length of Project - - - - - - - - - - -0.00 mile

Oregon State Highway Department

Federal Aid
Project No. ES-133(1)

DORENA DAM SLIDE SECTION COUNTY FAS ROUTE 231

IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 1, 1965

Type Code X006
Grading (Sta. 27+00 to Sta. 33+20)

Clearing and Grubbing	All Req.		$ 1,000.00
Embankment Foundation Excavation, Unclassified	5,350 cu.yd.	$ 2.00	10,700.00
Rock Fill	4,420 cu.yd.	3.50	15,470.00
Trench Excavation	150 cu.yd.	3.00	450.00
Special Backfill in Drains	140 cu.yd.	7.00	980.00
8-inch Metal Perf. Drain Pipe	680 lin.ft.	3.00	2,040.00
Guard Rail	360 lin.ft.	4.00	1,440.00
Extra Guard Rail Posts	5 only	10.00	50.00
			$32,130.00
Flagging (57½% of contractor's cost)	All Req.		200.00
	Subtotal		$32,330.00
	10% Engr. & Cont.		3,233.00
	Total		$35,563.00

Approved County Force Orders and Price Agreements

Price Agreement No. 1	$ 2,851.25
County Force Order No. 1	315.00
County Force Order No. 2	503.00
County Force Order No. 3	235.00
County Force Order No. 4	15,000.00
Subtotal	$18,904.25
10% Engr. & Cont.	1,889.75
Total	$20,794.00

Length of Project - - - - 0.00 mile

Type Code Y008
Delta Road (Sta. 198+00 to Sta. 203+50)

Embankment in Place	3,400 cu.yds.	$ 1.25	$ 4,250.00
Toe Trench Excavation, Unclassified	1,180 cu.yds.	4.50	5,310.00
Loose Riprap	4,800 cu.yds.	5.25	25,200.00
		Subtotal	$ 34,760.00
		Engr. & Cont.	3,476.00
		Total	$ 38,236.00

Length of contract - - - - - - - - - - - - - - 0.00 miles

SUMMARY OF FUNDS

Description	Total	Federal Funds	State Funds	County Funds
Dorena Dam Slide	$29,789.00	$18,901.00	$ 5,444.00	$ 5,444.00
Approved C.F.O.	20,794.00	13,194.00	3,800.00	3,800.00
Delta Road	38,236.00	24,260.00	6,988.00	6,988.00
Subtotal	$88,819.00	$56,355.00	$16,232.00	$16,232.00

Retained in authorized fund status

Temporary and Permanent Not Covered Above	$79,181.00	$50,231.00	$ 14,475.00	$ 14,475.00
	$168,000.00	$106,586.00	$ 30,707.00	$ 30,707.00

Summary of Funds

Description	Total	Federal Funds	State Funds	County Funds
Dorena Dam Slide	$35,563.00	$22,565.00	$6,499.00	$ 6,499.00
Approved County Price Agreements and Force Orders	20,794.00	13,194.00	3,800.00	3,800.00
Subtotal	$56,357.00	$35,759.00	$10,299.00	$10,299.00
Note/ns4 in authorized fund status				
R/W, Temporary and permanent work not covered above	$111,643.00	$70,837.00	$20,403.00	$20,403.00
	$168,000.00	$106,596.00	$30,702.00	$30,702.00

477 Cottage Street NE.
Salem, Oregon 97301

April 25, 1966

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
G. R. Brooks 08-35-EC
Dist. Engineer
By: G. R. Brooks
District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

RECEIVED
MAY 2 -
ENGINEER
COUNTY & CITY DIVISION

Oregon Project ER 133(1)
County FAS Routes, Lane County
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 Statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. County Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of County forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed County resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's April 8, 1964 letter are approved. Established County rental rates must be supported by accounting records, or if not available, the alternate rates approved by this office on August 19 and September 23, 1965 may be used. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 54.65 (intermittent) miles of roadway and/or bridges at a total estimated negotiated contract amount of $64,004.00 and County Force Account work amount of $23,258.00. Estimated emergency fund participation is to be at the regular pro-rata share, or $55,439.

Findings regarding nonincidental permanent repairs on the project by County Forces and negotiated contracts were previously transmitted on August 9, 1965. We concurred in the contract awards for Dorena Dam Slide and Delta Road - Belt Line Road Sections on November 9 and December 23, 1965.

cc:
Region (4 cys), w/2 cys agreement estimate & plans (PR 37 dist sep)
OSHD (H S Cox, County-City)
Lusk

I CONCUR: B. H. FRENCH, REGIONAL ENGR.

BY: _____
B. J. McClarty, Asst Reg Engr

DATE: _____

RECEIVED
MAR 2 - 1966

FOR FILING
ER-133(.)

6744

March 1, 1966

St. Paul Fire & Marine Insurance Co.
Pacific Department
200 Mills Building
San Francisco 6, California

Gentlemen:

Contract No. 6744 awarded to Groesbeck-Durbin, Inc., for grading the Dorena Dam Slide Section of FAS 231 in Lane County was completed on December 3, 1965, and accepted by the Highway Commission on February 25, 1966.

Final payment in the amount of $1,456.69 will be released to the contractor after March 8, 1966. The total contract amount is $26,049.20 including $251.58 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Groesbeck-Durbin, Inc.
P. O. Box 1396
Eugene, Oregon

Tromp & McKinley Agency
260 11th Avenue East
Eugene, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
MAR 1 - 1966
FOR FILING

ER-133(1)

6744

February 25, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed December 3, 1965, on Contract No. 6744. The contract was with Groesbeck-Durbin, Inc., and was for grading on the Dorena Dam Slide Section of FAS 231 in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 25, 1966, and that you concur in this procedure at the Commission meeting on March 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg fn

FORM PR-33A (REV. 8-65)

cc: OSHD(Klaboe)
OSHD(TEdward)
Region
WAsh DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

nig

REGION NO.	REPORT NO.	COUNTY	STATE
8	2	Lane	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**	**PROJECT NO.**	
2-14-66	J. L. Lowder, Area Engr	ER 133(1)	
IN COMPANY WITH			
H. E. Mayfield, Res Engr, OSHD			
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**
Satisfactory	Satisfactory	%	%

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

COUNTY FAS ROUTES - LANE COUNTY

JJR

This report covers the contract work on a portion of FAS Route 231 referred to as Dorena Dam Slide.

Work under this contract began November 2, 1965 and was completed December 3, 1965 well ahead of the prescribed date of January 31, 1966.

Original contract bid amount was $26,881.00 and the contractor was Grossbeck-Durbin, Inc. Estimated final cost of completed work is $25,800. The slighttunderrun is due primarily to underrun in Embankment Foundation Excavation, unclassified.

The typical section for placement of rock fill was changed to provide rock for the entire height of fill rather than rock filled trench at the toe. Sandstone layer slip plane was encountered and rock toe was keyed to this layer. Slope of rock was carried on a 1 1/2 : 1 to edge of roadway. The placement of earth backfill above rock backfilled trench, as shown on the plans, was not feasible at this time of year, considering that the type of material was not specified. A non-plastic free-draining material would be essential in this situation.

Because the sandstone layer was encountered at higher elevation than anticipated the cost of work, as modified according to the above description, did not materially change.

The Resident Engineer on this project is to be commended for his recognition of a more desirable method of construction within the scope of the original contract.

3/4/66 Copies to Glenn Chandler Carl Mayfield ZP

The perforated pipe installed per plans did not appear to be effective since little or no water was being picked up. More prior engineering study should be given to such matters to establish justification.

RECEIVED
MAR 2 1966
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
MAR 7 - 1966
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
FEB 18 1966
FOR FILING

FORM E-123X 50M 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-133(1)

6744

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 20, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on Dec. 3, 1965, on Contract No. 6744, Dorena Dam Slide Section, in Lane County, in connection with Federal-Aid Project No. ER-133(1).

We request that your office inspect the contract work and return a signed copy of this letter upon completion of establishment period indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

ROUTED
F. B. KLABOE

Bureau of Public Roads
Oregon Division Office Endorsement

Date: February 15, 1966

Conditions noted on above date:

Work performed under this contract was inspected February 14, 1966 and no conditions were noted which will prevent our final acceptance of contract work.

JLL:nig

RECEIVED

A. W. Parsons
Division Engineer

By: G. R. Brooks
District Engineer

Ref'd to Young 2-15-66

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Dorena Dam Slide	WEEK ENDING: Dec. 18, 1965
		SECTION PREFIX: 520-1023
	HIGHWAY: FAS 231	COUNTY: Lane
NAME OF JOB: Dorena Dam Slide Section	KIND OF WORK: Grading	
CONTRACTOR: Groesbeck-Durbin Inc.	CONTRACT NUMBER: 6744	FEDERAL AID PROJECT NUMBER: ER-133(1)
DATE OF CONTRACT: Nov. 9, 1965	DATE WORK STARTED: Nov. 8, 1965	ESTIMATED COMPLETION DATE: Dec3, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: Jan. 31, 1966	PERCENT OF TIME ELAPSED: 30
PROJECT AUTHORIZATION: $30,466.12	ENGINEERING AUTHORIZATION: $2,166.48	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.
EXCLUSIVE OF ENGINEERING: $28,299.64		
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $26,052.49	ENGINEERING COST TO DATE: $2,150.24	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92+
ESTIMATED PERCENT OVERRUN UNDERRUN: 8 %	PERCENT OF AUTHORIZATION: 99 %	DATE PROJECT WAS COMPLETED: Dec. 3, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	rockfill 100	
100	100	100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.12				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.12				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,350 cy			4,420 cy	
TOTAL QUANTITIES CORRECTED TO DATE	4,926			4,475	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,926			4,475	
AVERAGE DAILY QUANTITIES	0			0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0			0	
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 0

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	cloudy			111 E
MONDAY	cloudy AN snow PM			B
TUESDAY	cloudy			
WEDNESDAY	partly overcast			
THURSDAY	foggy-cold			
FRIDAY	foggy-cold			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	2 men in office working on Semi-final estimate.
TUESDAY	2 men in office completing semi-final estimate. The Stop-work order of Dec. 3, 1965 was declared void and the project was declared accepted as per letter of Dec. 14, 1965.
WEDNESDAY	Semi-final estimate mailed to Division Office in A.M.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This will be the last weekly report.

SIGNED R E Mayfield LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
NOV 23 1965
FOR FILING

Form CD-121 (11-63) Pres. by E.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6744

klabon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 16, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-133(1)
Dorena Dam Slide Section
Grading

As requested in Mr. Young's letter of November 12, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of November 9, 1965 in the award of contract No. 6744 to Groesbeck-Durbin, Inc., of Eugene, Oregon, low bidder in the amount of $26,881.00 at the November 2, 1965 bid opening.

REFERRED TO
By Asst. State Hwy. Engr.
11-23-65

RECEIVED
NOV 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 12 1965
FOR FILING
6744

November 12, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of November 3, 1965 is requested in the award of contract for the Doren Dam Slide Section, Project No. ER-133(1).

The contractor receiving the award is Groesbeck-Durbin, Inc., of Eugene in the amount of $26,881.00 with the Contract No. 6744 assigned. This bid was received on November 2, 1965 and awarded November 9, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

by L H Young

L. H. Young
Office Engineer

DAR:bb

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

...GHWAY DEPARTMENT INVOICE

NO. 86183

RECEIVED
NOV 12 1965
ENGINEER
COUNTY & CITY DIVISION

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-10-65	CC 969		520-1073-297

- Lane County
- Courthouse
- Eugene, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

NOTED
...HARWELL

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Att: Lane County Board of Commissioners			
Advance Deposit			6,100.00
Partial transfer of advance deposit for the Dorena Slide Section, FAS 231. Covered by agreement dated April 20, 1965.			3,100.00
To be retained			3,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By.....

RECEIVED
JAN 13 1966
FOR FILING

ER-133(1)
6744

November 9, 1965

Crossbeck-Durbin, Inc.
P. O. Box 1396
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on November 4, 1965, accepted your proposal for grading on the Dorena Dam Slide section of FAS 231 (New River County Road) in Lane County for the sum of $26,881.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6744.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
C. D. Matthis (SI&C)
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

LANE COUNTY

COURT HOUSE
EUGENE, OREGON

DEPARTMENT OF PUBLIC WORKS
1820 Roosevelt Boulevard
P.O. Box 3156
Eugene, Oregon
Phone 343-1671

November 8, 1965

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
RICHARD UNREIN

Mr. H. S. Cox
County-City Relations Division
Oregon State Highway Department
Highway Building
Salem, Oregon

NOTED
P. B. Arenstreiter

NOTED
DON HARWELL

Attention: Verne R. Jones

Gentlemen:

Enclosed herewith please find warrant in the amount of $6,100.00, which is Lane Counties advance deposit on the Dorena Dam slide construction project. The project was awarded to Grosbeck and Durbin Company.

Thank you for your cooperation.

Very sincerely yours,
G. K. Attig, Director
Department of Public Works

Harold Williams

Harold Williams
Office Manager

HW/lw
enc.

NOTED
V. R. JONES

Warrant #67800 in the amt. of $6,100.00 sent to Acct. Div., 11/9/65. c.H

RECEIVED
NOV - 9 1965
OREGON
STATE HIGHWAY COMMISSION

GERALD K. ATTIG, DIRECTOR
JOHN M. CLAY, ASSISTANT TO THE DIRECTOR
LUTHER FREEMAN, PRINCIPAL ENGINEER
HAROLD WILLIAMS, OFFICE MANAGER

GEORGE GRIFFIN, SUBDIVISION ENGINEER
H. V. JENKINS, HIGHWAY SUPERINTENDENT
OLE HALDERSON, BRIDGE SUPERINTENDENT
FRANCIS WAGGONER, COUNTY SURVEYOR

NOTED
H. S. COX

NOTED
RICHARD UNREIN

November 2, 1965

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Gentlemen:

On November 2, a satisfactory bid was received from Grosbeck & Durbin of Eugene for constructing the Dorena Dam Slide Section of FAS 231. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$26,881.00
Flagging	200.00
12-1/2% Engineering & Contingencies	3,385.13
Estimated Total Cost.	$30,466.13

County Advance Deposit:

20% of $30,466.13 = $6,093.22 or say $ 6,100.00

Please make this advance deposit in the amount of $6,100 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

Verne R. Jones
Planning Engineer

VRJ:mm

cc: Mr. G. K. Attig

NOTED
V. R JONES

RECEIVED
NOV 1 - 1965
FOR FILING
ER-144(1)
C744

October 29, 1965

Board of County Commissioners
Lane County
Courthouse
Eugene, Oregon

MISC. CONTRACTS and
AGREEMENTS No. 2902

Gentlemen:

We are enclosing for your records a fully executed copy of a finance-construction agreement covering the Dorena Dam Slide Section of FAS 231 in Lane County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
OCT 20 1965

Form 0-1A
(11-63)
(Prea. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Clabe Young w/enc. 10-20-65

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 11, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-133(1)
Dorena Dam Slide Section
Grading

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids and proceed with contractor flagging included in your estimate in the amount of $200.00. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project, with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Litchfield's October 7, 1965 reports, except for the following:

Lane Co. Permit of Entry from the U. S. Corps of Engineers

It will be necessary that the above permit be obtained prior to our concurrence in award.

The use of Article 102-1.3, Embankment Measure, is approved for this specific project.

Mr. Young's October 7, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest. Nonconcurrence by other appropriate public recreational or historical resources authorities has not been received. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

RECEIVED
OCT 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Letting 11/2/65
Item 16

NOTE
P. B. Arensmeier

October 8, 1965
(date)

NOTED
R. H. PRANGE

NOTED
H. S. COX

RECEIVED
OCT 10 1965
LANE CO. DEPT.
OF PUBLIC WORKS

NOTED
RICHARD UNREIN

TO | NOTED
DIRECTOR ✓
ASS'T. TO DIRECTOR ✓
OFFICE MANAGER
PRINCIPAL ✓
SUPV.
DESIGN
HIGHWAY
NOTED
R. H. PRANGE

Mr. G. K. Attig
~~Public~~ Works Director
Lane County Road Department
P. O. Box 3156
Eugene, Oregon 97402

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 231

Section Dorena Slide Section: ER-133(1), Shoulder Restoration

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

_____

_____

_____

_____

_____

_____
(date)

By _____

RECEIVED
OCT 18 19..
ENGINEER
COUNTY & CITY DIVISION

By _____
Commissioner

By _____
Commissioner

cc: L.H. Young

Oregon State Highway Commission
State Highway Building
Salem, Oregon

9-29-65

Attention: County and City Relations Division

Subject: Federal Aid Project No. ER-133(1)

Highway No. FAS 231

Project Name Dorena Dam Slide Section

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at Eugene, Oregon, this 29 day of September, 1965.

LANE County [redacted] Board of Commissioners

Frank A. Elliott
Judge
C.H.M.

Jess Kies
Commissioner

Kenneth Nielsen
Commissioner

RECEIVED
OCT - 1 1965
ENGINEER
COUNTY & CITY DIVISION

*NOTE: Certify either paragraph 2 or 3.

ER

NOTED
R. H. PRANGE

OREGON STATE HIGHWAY DEPARTMENT
Intermediate Construction Report
of
Bureau of Public Roads Projects

ER Project:	County Highway Name and No.:		
133(1) Item 60	Row River Road (FAS 231)		
Report No.:	Made By:	County Representative:	
1	Alfred W. Bates	Luther Freeman	
Division:	County:	Date:	% Complete:
3	Lane	Sept. 27, 1965	50%
Quality.			
Good			

I inspected this project Sept. 27, 1965.
I was accompanied by Luther Freeman of the Lane Co. Public Works Dept.

The fill washouts at M. P. 2.9, 12.5 & 12.6 and 16.0 had been backfilled in a satisfactory manner with short quarry rock. The guard rail at M. P. 2.9 remains to be re-installed and shoulder rock needs to be added.

Remaining to be completed is the shoulder repair and debris removal.

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

RECEIVED
OCT 19 1965
COUNTY ENGINEER
COUNTY & CITY DIVISION

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
OCT 19 1965
CONSTRUCTION
DIVISION

Alfred W. Bates
Resident Engineer

NOTED
DON HARWELL

STATE COPY H.S. Cox Co-City Div.

477 Cottage Street NE.
Salem, Oregon 97301

August 9, 1965

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
G. R. Brooks
Dist. Engineer

08-35.4-BA

A. W. Parsons, Division Engineer
Salem, Oregon

By:
G. R. Brooks
District Engineer

Oregon Project ER-133(1)
Lane County FAS Route 231
County Force Order No. 4

Mr. Young's letter of July 21, 1965 furnished copies of subject County Force Order covering repairing slides, debris removal, and reconstructing road at designated areas between M.P. 2.9 and 16.3 on subject ER project. This letter ratifies in writing our July 16, 1965 tentative oral advance approval of the proposed work.

We have approved the use of force account procedures in accordance with PPM 21-4.2 by use of labor, materials and equipment furnished by the county and under their direct control for the reasons outlined in Mr. Young's letter and in the estimated amount of 15,000 with Federal participation of $9,000.

County equipment rental rates will be according to a schedule that has not been previously approved by this office for use on force account work and must be supported by accounting records.

A signed copy of the approved order is returned herewith.

RECEIVED
AUG 11 1965
ENGINEER
COUNTY & CITY DIVISION

July 19, 1965

Mr. G. K. Attig, Director
Lane County Public Works
P. O. Box 3156
Eugene, Oregon 97402

Approved County Force Order

Dear Sir:

The following force order has been given tentative approval by the Bureau of Public Roads and you are now authorized to proceed with the work.

FAS	Project	Amount
231	ER-133(1)	$15,000

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

cc: L. R. Chandler

NOTED
V. R. JONES

WORK TO BE COMPLETED

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. 4

F. A. Project No. ER-133(1), Item 60 / E.R. Date June 22, 1965

Highway Row River Road (FAS 231)

County Lane Prefix _____ Account No. 1-284A

Description of Work To Be Done: Repair of slides, rebuild shoulders, reconstruct eroded embankments, and debris removed.

M.P. 2.9: Shoulder erosion and riprap.
M.P. 12.5-12.6: Shoulder repair and debris removal.
M.P. 12.8-13.0: Shoulder repair and debris removal.
M.P. 15.2-15.7: Shoulder repair and debris removal.
M.P. 16.0 Replace fill slide area.
M.P. 16.0-16.5: Repair shoulders and remove debris.

Estimate of Quantities and Costs:

Labor:	5,950.00
Equipment:	5,900.00
Materials:	3,150.00
Total:	15,000.00

Explanation: This repair will be done by County forces. Emergency repair has been completed. Damage was caused by excessive run-off and over flow of Row River.

County has personnel and equipment to perform this minor work better with county forces.

Submitted by: E K Ettig Approved: H S Cox

FORM S-1202X 50M 9-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
John F. Hagemann

NOTED
DON HARWOOD

RECEIVED
JUN 8 - 1965
ENGINEER
COUNTY & CITY DIVISION

June 8, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Lane County Price Agreement No. 1 covering flood restoration work involving leveling course, asphaltic concrete paving and shoulder rock on FAS 231 route in Lane County in connection with Emergency Relief Project No. ER-133(1).

Lane County has a regular contract with Warren Northwest, Inc. They have negotiated a Price Agreement for repair of a short section from M.P. 11.8 to M.P. 12.0. The contractor has the equipment, personnel and materials and can do this work more economically and expeditiously than by separate contract.

This work was tentatively approved by the BPR Engineering Coordinator and District Engineers. Your approval retroactive to May 13, 1965, under the provisions of PPM 21-6.3, on actual cost basis, is requested.

The estimated amount of the order is $2,851.25 with Federal participation of $1,710.75.

Very truly yours,

Forrest Cooper
State Highway Engineer

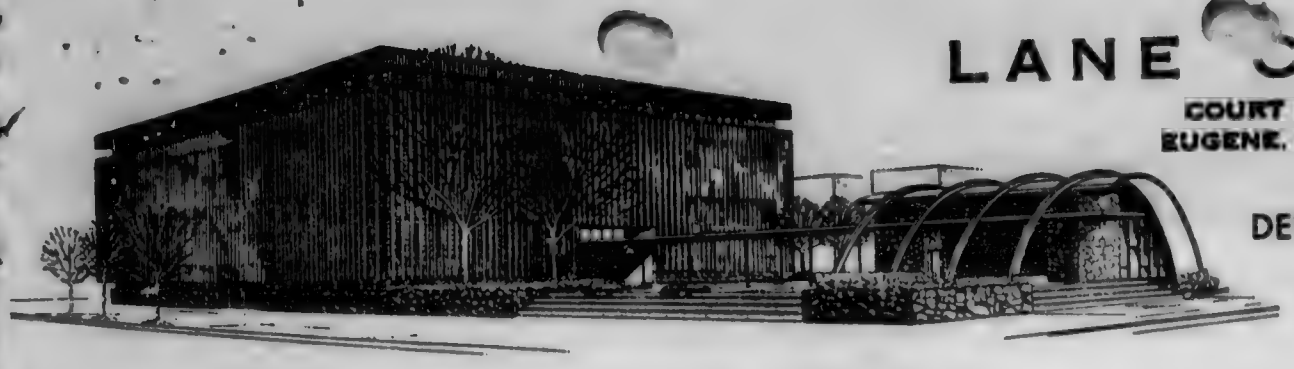
By

L. H. Young
Office Engineer

cc: R. N. Chase
H. S. Cox

CWT:kc

NOTED
V. R. JONES



LANE COUNTY

COURT HOUSE
EUGENE, OREGON

DEPARTMENT OF PUBLIC WORKS
1820 Roosevelt Boulevard
P.O. Box 3156
Eugene, Oregon
Phone 343-1671

May 21, 1965

NOTED
DON HARWELL

RECEIVED
MAY 24 1965
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox
County-City Relations
Oregon State Highway Department
Highway Building
Salem, Oregon

Dear Sir:

I am enclosing a price agreement entered into between Lane County and Warren Northwest, Incorporated for the replacement of pavement damaged during the late lamented December, 1964 flood. This is on the Rocky Point section of Row River Road, FAS #231.

Warren N rthwest had this bid and was engaged in paving another section of Row River under contract for Lane County. Since it was possible to have them do this project for a slight increase in price over the existing Lane County paving project, I entered into an agreement with them.

This particular emergency reconstruction paving project is now complete and the roadbed at this point fully restored.

This matter was discussed with your office and the Bureau of Public Roads. Mr. Gordon Brooks informed me that they would have no objection to my going ahead with this bid project but that he thought I probably would have some trouble with the State. I hope and trust that this is not so.

Sincerely yours,
G. K. Attig, Director
Department of Public Works

Luther Freeman
Supervisory Engineer

LF/lw
enc.

GERALD K. ATTIG, DIRECTOR
JOHN M. CLAY, ASSISTANT TO THE DIRECTOR
LUTHER FREEMAN, PRINCIPAL ENGINEER
HAROLD WILLIAMS, OFFICE MANAGER

GEORGE GRIFFIN, SUBDIVISION ENGINEER
H. V. JENKINS, HIGHWAY SUPERINTENDENT
OLE HALDERSON, BRIDGE SUPERINTENDENT
FRANCIS WAGGONER, COUNTY SURVEYOR

ER-133(1) Item 60

LANE COUNTY DEPARTMENT OF PUBLIC WORKS

Price Agreement No. 1

Project: ROW RIVER ROAD FAS 231

Date: May 13, 1965

Contractor: Warren Northwest, Inc.

Contract No:

Address: P.O. Box 7675
Portland, Oregon

Road No:

Project No: 1-284-A

Description of Work: Construction of approximately 700 feet of A.C. Mat and Shoulders.

Estimate of quantities and cost:

Class B A.C. 352 tons @ $7.45		$2621.25
3/4"-0" crushed rock in level course and shoulders 140 tons @ 3.75		525.00
Sprinkling 1 M-Gal @ $500		5.00
Total		$2351.25

Estimated cost: $2851.25

Explanation: This section of FAS 231 was eroded during the December, 1964, flood. The road bed was constructed under emergency order immediately subsequent to the flood.

Project authorization:

Present estimate of project:

Submitted by: Wm G Warren
Resident Engineer

Approval Recommended: [signature]
Director of Public Works

Approval Recommended: Luther Freeman
Supervisory Engineer

[signature illegible]
Commissioner

Contractor: R. W. Lair
Supt

[signature illegible]
Commissioner

Position

Kenneth Nielsen
Commissioner

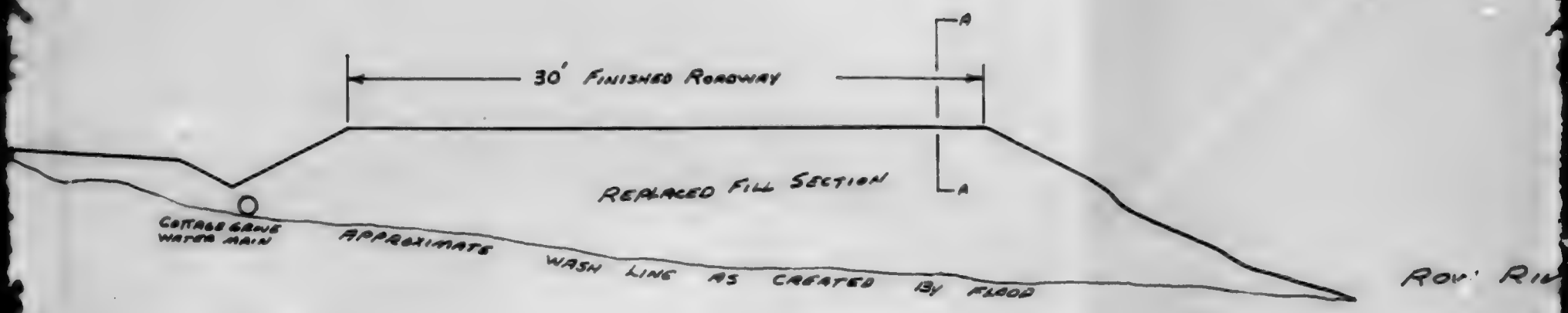
BORROW SITE

R. 3 W. R. 2 W. R. 1 W.

T. 20 S.

N

ROCKY POINT
SITE OF FLOOD DAMAGE

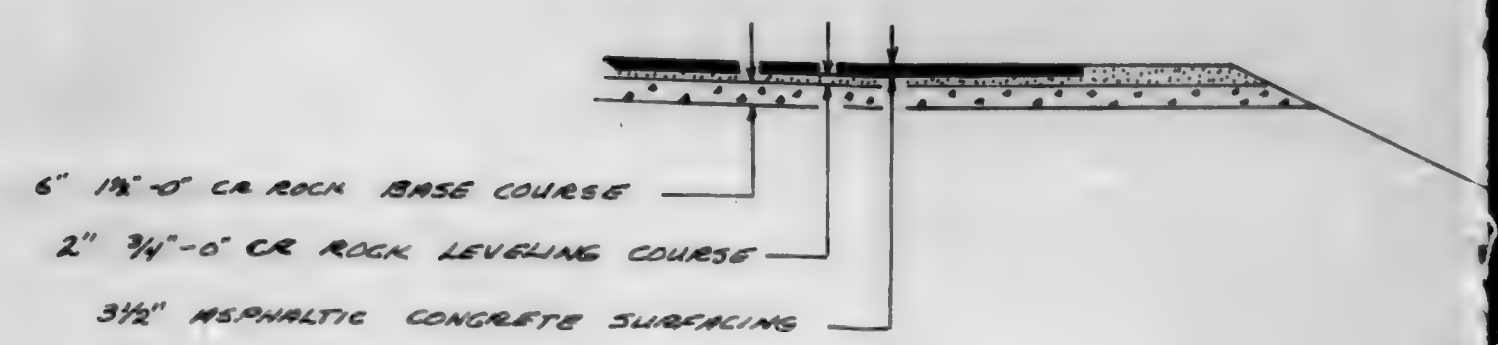


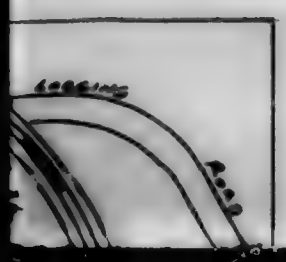
TYPICAL SECTION

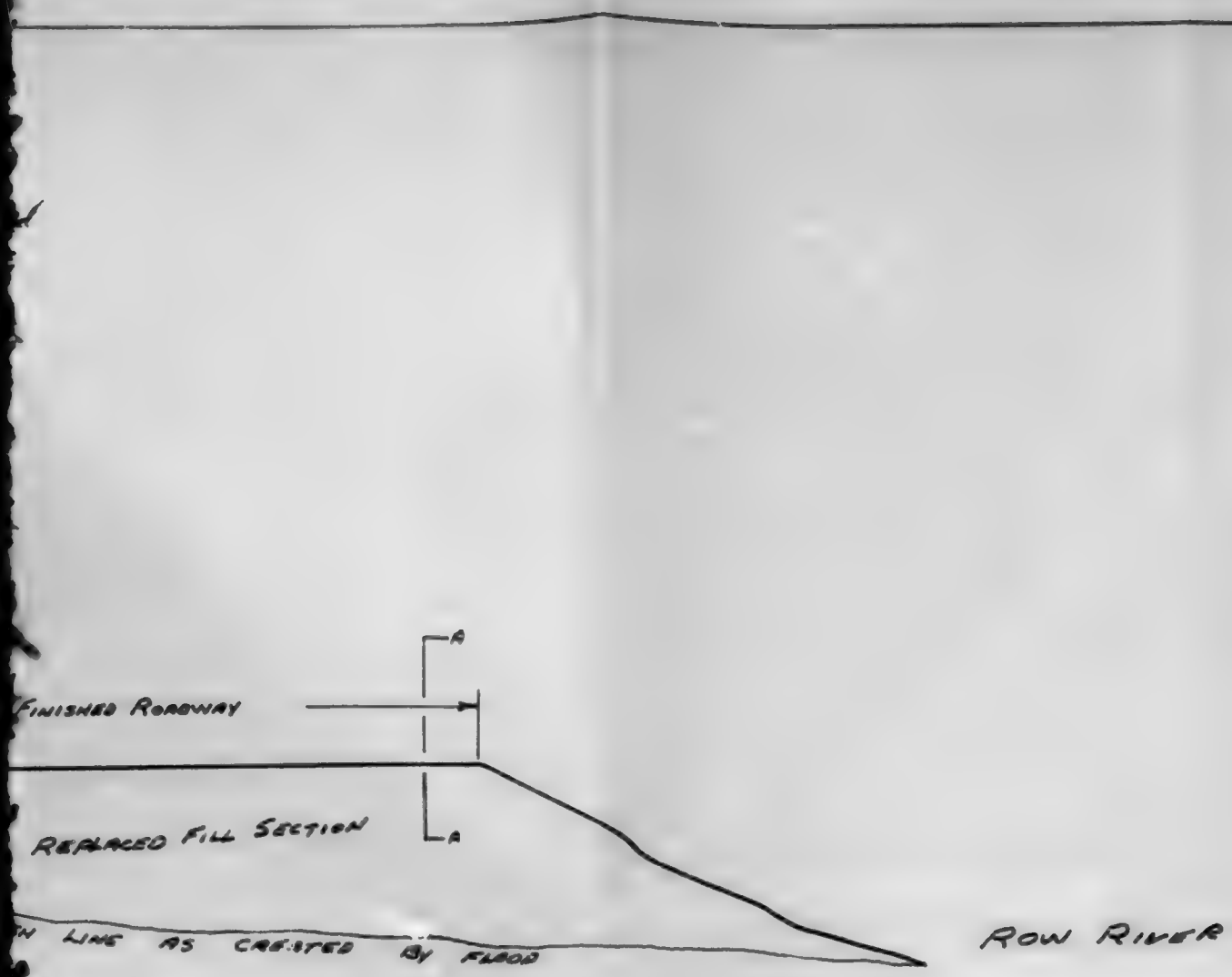
SECTION SHOWS AREA ERODED BY ROW RIVER, AT ROCKY POINT, APPROXIMATELY 200' IN LENGTH. ROAD REBUILT WITH MATERIAL OBTAINED FROM ADJACENT SIDEHILL. OTHER DAMAGE SUSTAINED, UP TO ONE MILE NORTH, AND ONE-HALF MILE SOUTH, CONSISTING OF ERODED SHOULDER SLOPES AND SHOULDER DRAINS WITH STREAM DEBRIS LEFT ON ROADWAY

Project Limits - M.P. 11.0 to 12.0

SECTION AA





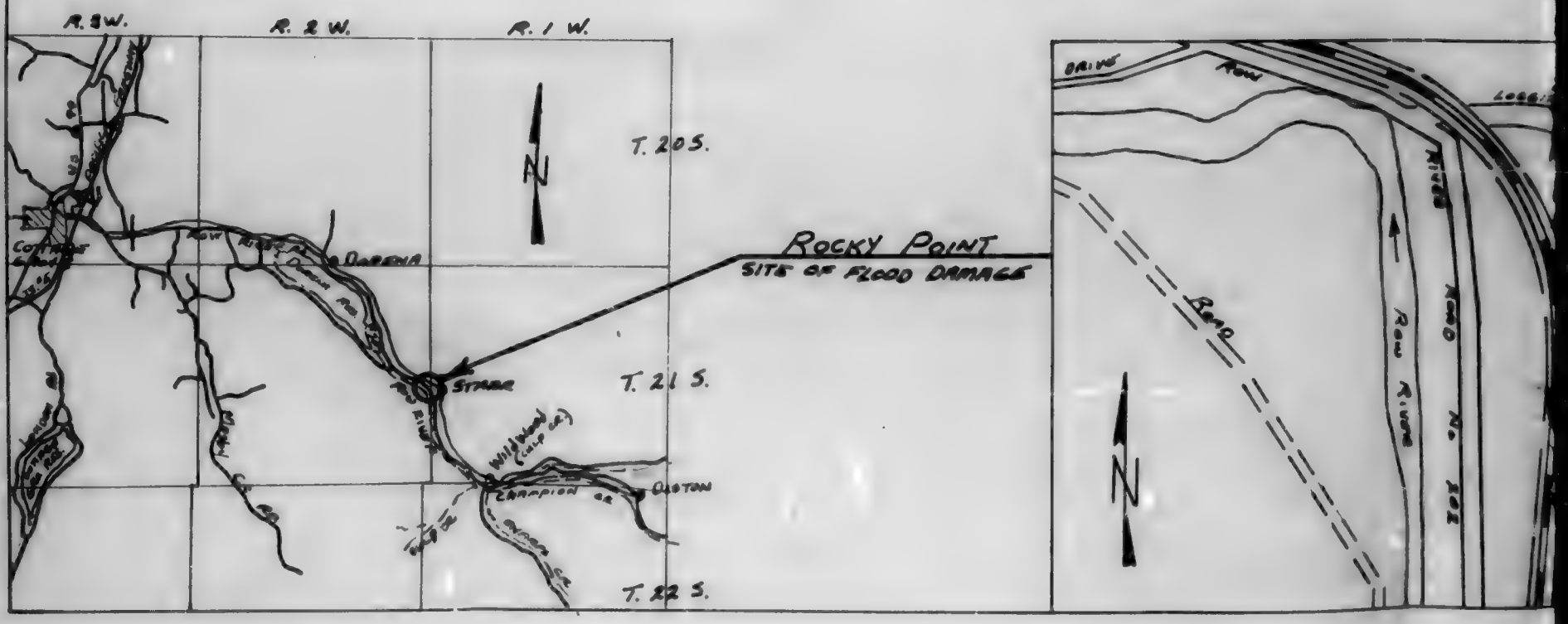


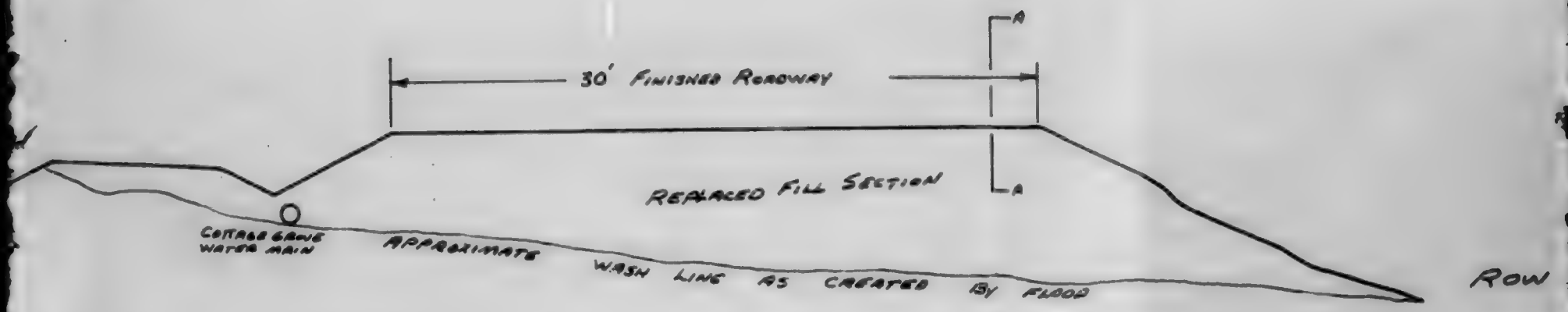
TYPICAL SECTION

AREA ERODED BY ROW RIVER, AT ROCKY POINT, 200' IN LENGTH. ROAD REBUILT WITH RAINED FROM ADJACENT SIDEHILL. OTHER AINED, UP TO ONE MILE NORTH, AND LE SOUTH, CONSISTING OF ERODED SHOULDER HOULDER AREAS WITH STREAM DEBRIS LEFT

ts - M.P. 11.0 to 12.0

SECTION AA


R. 3 W.
R. 2 W.
R. 1 W.
T. 20 S.
T. 21 S.
T. 22 S.
N
Corinth
Darbinia
Stark
Champion
Oloton
Rocky Point
Site of Flood Damage
Drive
Row
Road
Row River
River Road No. 101

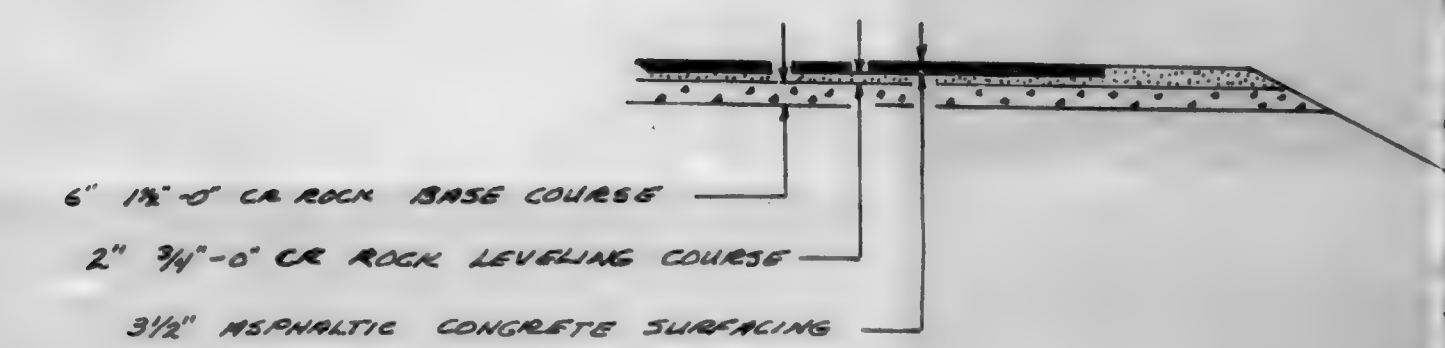


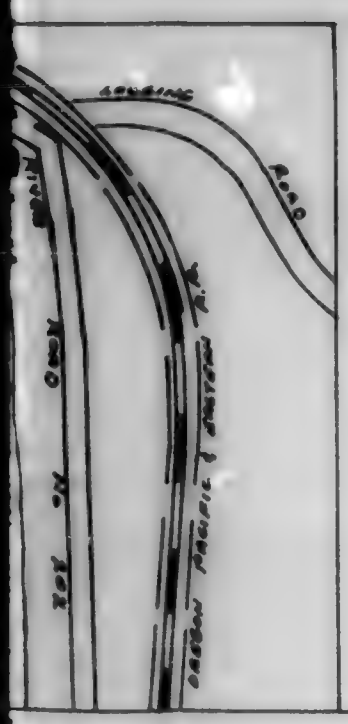
TYPICAL SECTION

SECTION SHOWS AREA ERODED BY ROW RIVER, AT ROCKY POINT, APPROXIMATELY 200' IN LENGTH. ROAD REBUILT WITH MATERIAL OBTAINED FROM ADJACENT SIDEHILL. OTHER DAMAGE SUSTAINED, UP TO ONE MILE NORTH, AND ONE-HALF MILE SOUTH, CONSISTING OF ERODED SHOULDER SLOPES AND SHOULDER AREAS WITH STREAM DEBRIS LEFT ON ROADWAY

Project Limits - M.P. 11.0 to 12.0

SECTION AA





DEPAR

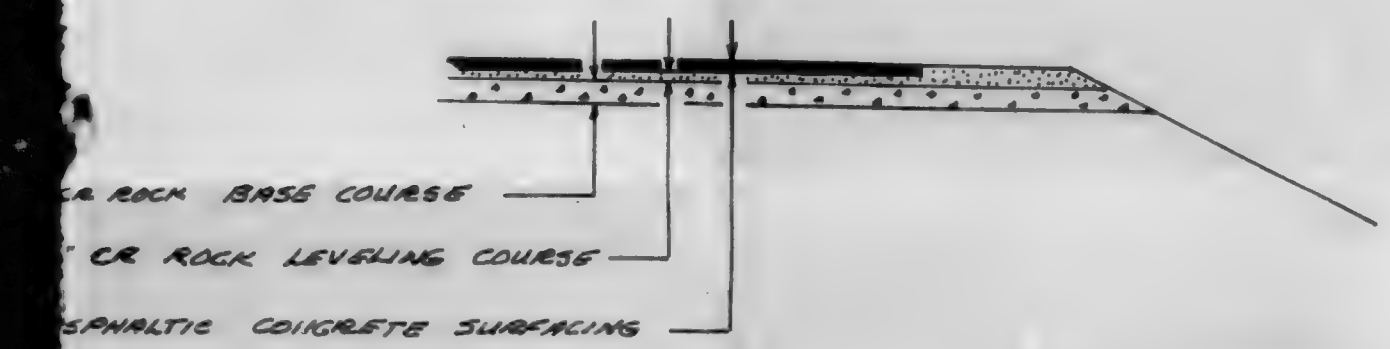
RO

TYPICAL SECTION

AREA ERODED BY ROW RIVER, AT ROCKY POINT, 200' IN LENGTH. ROAD REBUILT WITH TRAINED FROM ADJACENT SIDEHILL. OTHER TRAINED, UP TO ONE MILE NORTH AND LE SOUTH, CONSISTING OF ERODED SHOULDER SHOULDER AREAS WITH STREAM DEBRIS LEFT

ts - M.P. 11.0 to 12.0

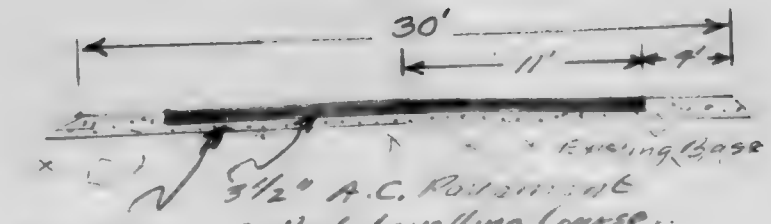
SECTION AA



COUNTY OF LANE

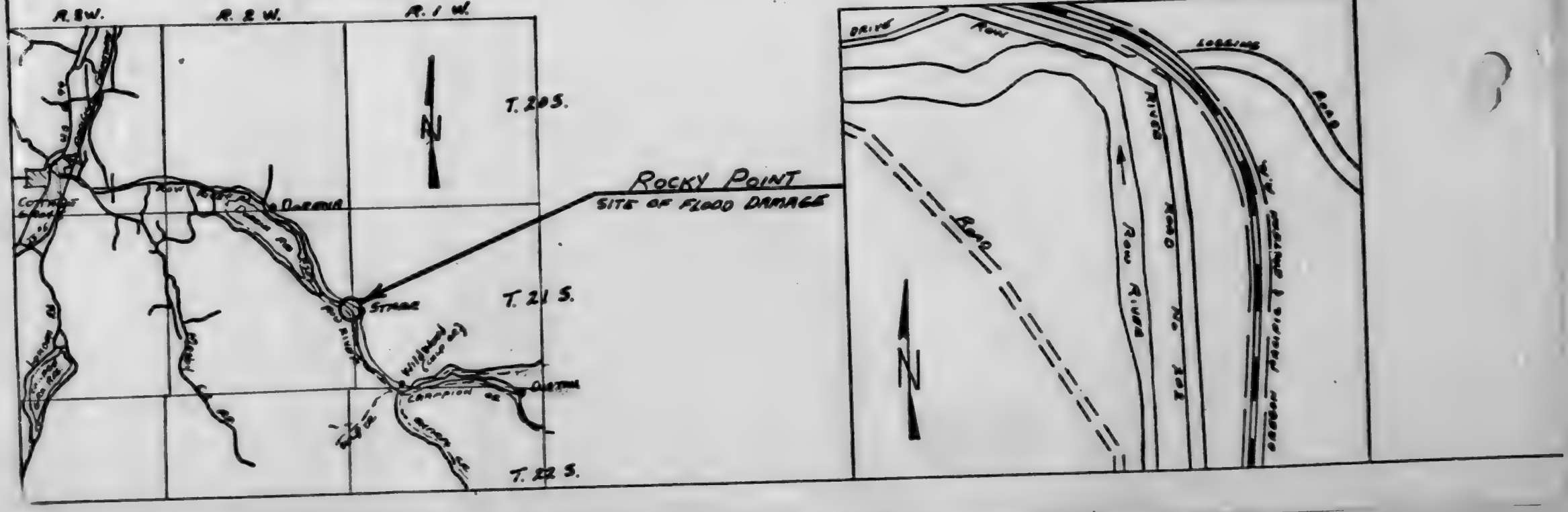
DEPARTMENT OF PUBLIC WORKS

ROW RIVER RD.
ROCKY POINT



Typical Section

Lane Co. Price Agreement No. 1
Warren Northwest, Inc.
ER-133(1), Item No. 60
FHS Rte 231, MP 11.8 to 12.0



NOTED
H. S. COX

NOTED
P. B. Aeschliman

E R

Salem, Oregon
May 27, 1965

Mr. L. H. Young
Office Engineer
O F F I C E

Lane County Price Agreement
Level Course and Paving
M.P. 11.8 to 12.0, FAS 231
ER-133(1), Item 60

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Attached is a suggested letter in drafted form to the Bureau of Public Roads requesting retroactive approval of paving a short section of FAS 231 under the subject ER project. Also attached are six copies of a county price agreement and letter of transmittal for attachment to the letter to the Bureau of Public Roads.

The County has an active contract in the area and arranged for the leveling course and pavement by price agreement with its contractor. This matter was discussed with Mr. Dec, Brooks and Lauder and they indicated they would give retroactive approval if the matter was presented in this suggested manner.

J. F. Hagemann
for: County and City Engineer

JFH:eb
Atts.

NOTED
V. E. [illegible]

FOR DA

080 = 908

ER-16E(1) Toledo Slide Correc. Sec., 1965
Corvallis-Newport Hwy.
#6745 (Grading & Paving)

FORM E-123K 30M 4-62

RECEIVED
OCT 5 - 1966
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6745

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 4, 1966

Mr. James H. Jordan
Attorney at Law
130 W. First Avenue
Albany, Oregon

1031
1082

NOTED
F. B. KLABOE

Re: Mr. Claire I. Ramus
Alleged Spring Damage
Corvallis-Newport Highway
Contract 6745

Dear Mr. Jordan:

Following Mr. Klaboe's letter to you dated September 14, 1966, we have had an additional investigation made with respect to the responsibility of the State Highway Department, if any, for damage to your client's spring.

Our further investigation indicates to us that the Highway Department is not responsible in any way for the termination of the flow of water in your client's spring. As a result we must therefore reject your proposed compromise settlements of this claim.

If, however, you have obtained or can obtain some geological support to your claim that the Highway Department has in any way been responsible for the loss of water, we would, of course, be more than pleased to review any such information you could furnish concerning the same.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ka
cc: Fred Klaboe
Victor D. Wolfe
F. D. Morgan
R. D. Asburry
G. E. Rohde

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 26, 1966

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Assignment No. FBK-1031
Ramus Complaint
Toledo Slide Section
Corvallis-Newport Highway
Contract No. 6745

Further investigation of the subject complaint has been made. On the spot investigation confirms the Geologist's report on the following points:

1. The underground movement of water at the site of the spring would be generally from north to south.

2. The underground movement of water at the site of the nearest excavation southerly from the spring is generally from west to east.

Elevation of water intercepted in the nearest excavation was 39.0 feet. Elevations at Ramus spring are top 50.5 feet - bottom 46.6 feet. Elevations are shown on the attached sketch.

With the above existing conditions, we have no alternative but to deny responsibility. The matter has been discussed with Mr. McKinney of Legal. Copies of this letter and all other data pertaining to the claim are being forwarded to Legal for reply to Mr. Jordan.

A check with Right of Way confirmed that no taking was required through the Ramus property to accomplish the slide corrective work.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:fp
Attach.
cc G. E. Rohde
Attn: F. C. McKinney
R. D. Asburry

RECEIVED
SEP 27 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 16 1966
FOR FILING

EK-.8 (.)

6745

1031

September 14, 1966

Mr. James H. Jordan
Weatherford, Thompson, Horton
and Jordan, Attorneys at Law
130 West First Avenue
Albany, Oregon

Dear Mr. Jordan:

We have received your letter of September 9 concerning the problems that the Ramus family has had with their spring on the Toledo Bypass Section of the Newport-Corvallis Highway.

We will immediately make another investigation and advise you as soon as possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan (Encs.)

J. E. WEATHERFORD, (1878-1935)
MARK V. WEATHERFORD, (1913-1963)
J. E. WEATHERFORD
ERVAL N. THOMPSON
HARRISON H. WEATHERFORD
JOHN S. HORTON
JAMES H. JORDAN

WEATHERFORD, THOMPSON, HORTON & JORDAN
ATTORNEYS AT LAW
130 W. FIRST AVE.
ALBANY, OREGON

POST OFFICE BOX 667
PHONE 926-2255

September 9, 1966

REFERRED TO
Admin.
BY SECRETARY

SEP 13 66

State of Oregon
State Highway Department
Salem, Oregon 97310

Re: Mr. Claire I. Ramus
Route 1, Box 289
Toledo, Oregon

Gentlemen:

Mr. Claire Ramus has referred your letter of July 29, 1966 to us for response. Mr. Ramus informs me that he has lived on his present property for a period of 26 years, and his spring has never run dry. On the day you made the excavation on the right of way property, the flow of water from his spring ceased. In spite of your geologist's report, as indicated in your letter of July 29, it is obvious to me that the excavation made by you on the adjoining property has caused Mr. Ramus's ~~well~~ spring to run dry.

Mr. Ramus and his family are dependent upon the spring for water for use in their household. He has been forced to carry water to supply the needs of himself and his family. This is a very serious matter to him, and I hope you will give it your early attention.

In order to compromise and settle this claim, I propose either of the following two alternatives, at your option:

1. Installation of a catch basin and a pipe under the road to the Ramus premises, so that water is again provided to them, at state expense.

2. Payment of $500 so that Mr. Ramus can drill a well on the premises.

I will appreciate your early response.

Very truly yours,

James H. Jordan

JHJ:bd

cc: Mr. Ramus

cc: Mr. Wendell E. Schwartz
Resident Engineer, Newport

RECEIVED
SEP 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 12 1966
STATE

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

33-1-5

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Newport, Oregon
July 29, 1966

Toledo Terrace Mt.
Toledo Slide Inc
6745

Mr. Claire I. Ramus
Route 1, Box 298
Toledo, Oregon

Dear Sir:

Regarding your complaint that our construction work in the vicinity of your home has caused your spring to dry up; we have made a thorough investigation of this matter.

Your spring is located approximately 750 feet easterly of the extreme East end of our project excavation. A geologic investigation reveals that the soil structure is of the "Moody Shales" series of the Toledo formation which is a notoriously poor water producer. This same investigation disclosed that there is no hydraulic connection between the spring and the water intercepted in the excavation.

Our geologist, in his report, expressed the opinion that the failure of your spring was probably due to natural causes such as two successive dry years.

For the reasons mentioned above we must deny any responsibility for the loss of your spring.

Sincerely,

Wendell E. Schwartz
Resident Engineer
Newport, Oregon

cc: F. D. Morgan
R. D. Asburry

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
AUG 2 1966
CONSTRUCTION
DIVISION

Poaso
Morelock
Trout
Scott
Wills
Litchfield
Olsen

FORM B-30 REV 8-61 SP*6670-704

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1966

To: Mr. G. W. Wimer
Assistant Division Engineer
O F F I C E

SUBJECT: Remus Complaint
Toledo Slide Section
Corvallis - Newport Hwy.
Prefix: 21-1084-900
Contract: 6745

In compliance with your letter of June 28, 1966, I investigated the above complaint.

The Remus spring lies approximately 750' easterly from the extreme east end of project excavation. Geologically the area involved is in the "Moody Shales" series of the Toledo formation, a notoriously poor water producer. The cut is located down the Hydraulic Gradient from the subject spring and to this date has not affected any of the wells or springs in the immediate vicinity. The Hydraulic Gradient at the spring is from north to south. At the site of the excavation the Hydraulic Gradient is from a westerly to easterly direction. There is no hydraulic connection between the water developed in the Remus spring and the water intercepted ir the excavation.

I feel that the failure of the spring is due to natural causes such as two successive dry years, and in no way is it the Highway Department's responsibility.

William R. Fretwell

William R. Fretwell
Division Geologist

WRF:ks

cc: Mr. F. D. Morgan
Mr. W. E. Schwartz

OK as written
RD

NOTED
R. D. ASBURRY

NOTED
GERALD WIMER

NOTED
J. G. CANFIELD

TA = 8°13'
T3 = 6M.6'
T.L. = 122.6'

1° C.R.
Δ = 4°13'
L = 421.6'
R = 5729.6'

2.5% G.R.

400' Spiral
S = 2°00
a = 0.25

2489+56.4 R.S.C.

2487+58.0 P.C.

1° C.R.
Δ = 8°13'
T = 411.5

Headerly End of Embankment Excavation

R. & G. Conner
172-262
172-263

2485+64 R.S.

Oakallie Cr. - Toledo Sec
Corvallis - Newport Hwy
DRG No. 5B-1-7
23-12

2484+50

11S-R10W

Sec 5

Deed R.W.-4359
Chas. W. Lyberger

Payne

Geo. E. Payne
Deed R.W.-2860

Deed R.W.-1352

Deed

spring

No Existing R/W

Remove Spring
Approximate Location near corner of house

Jay W

M.F. & Mary Wagner

C. & N. Ledfors
134-130

Benton-Lincoln Electric Coop.
163-11

E. V. Winter
160-198

M. Dahl
126-647 212-243

N

CLAIRE RAMOS PROPERTY

-2485

Note:
Elev. Top of Well - 50.5 ft
Elev. Bottom of Well - 46.6 ft.

2490

Note

2495

R/W

2500'

N. 25° 18' E.

To Toledo

Approx. Int. of Elev. 20.0 ft.

R/W

N

N. 17°12'E.

To Corozal

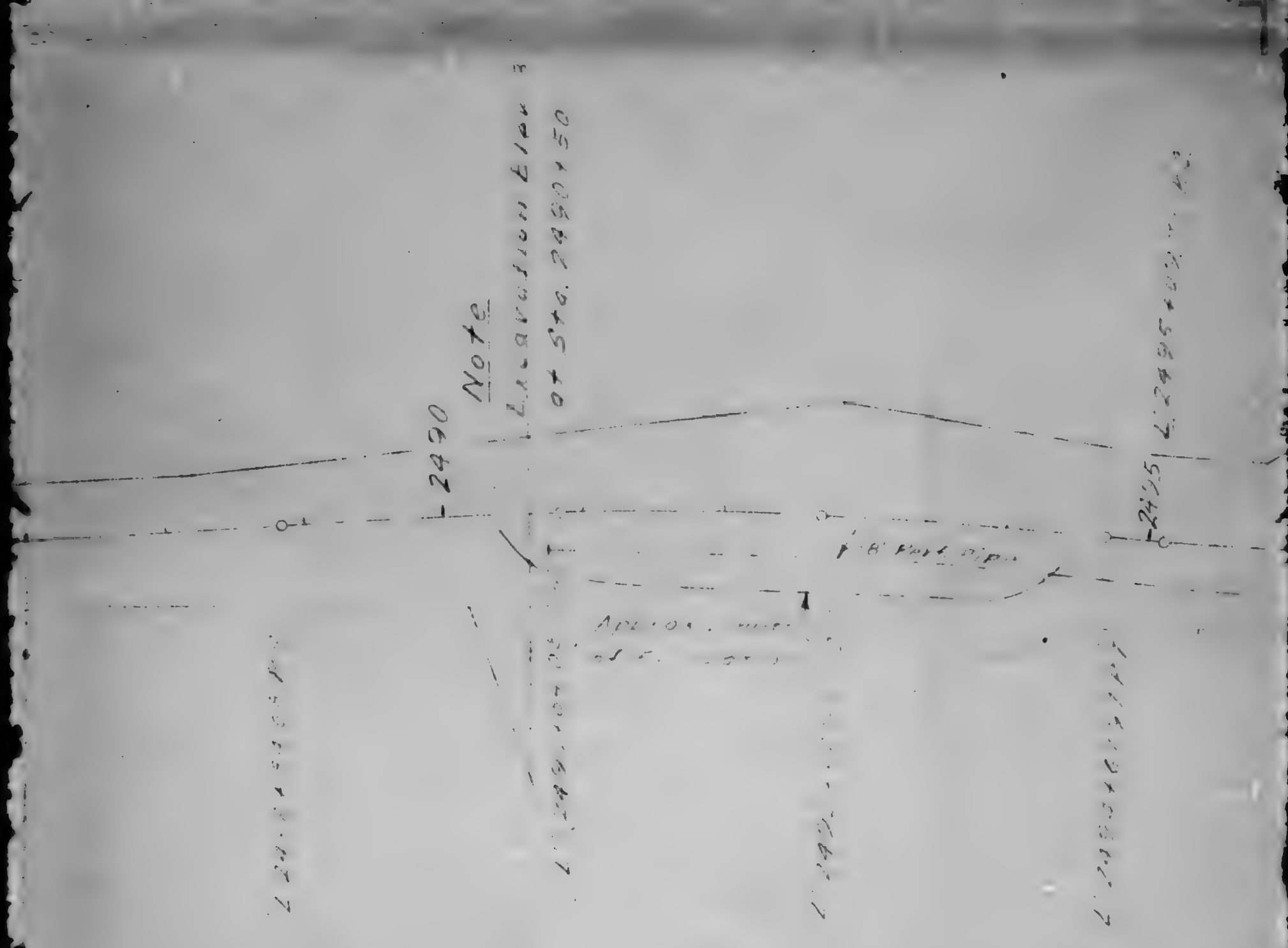
R.W.1

R.W.1

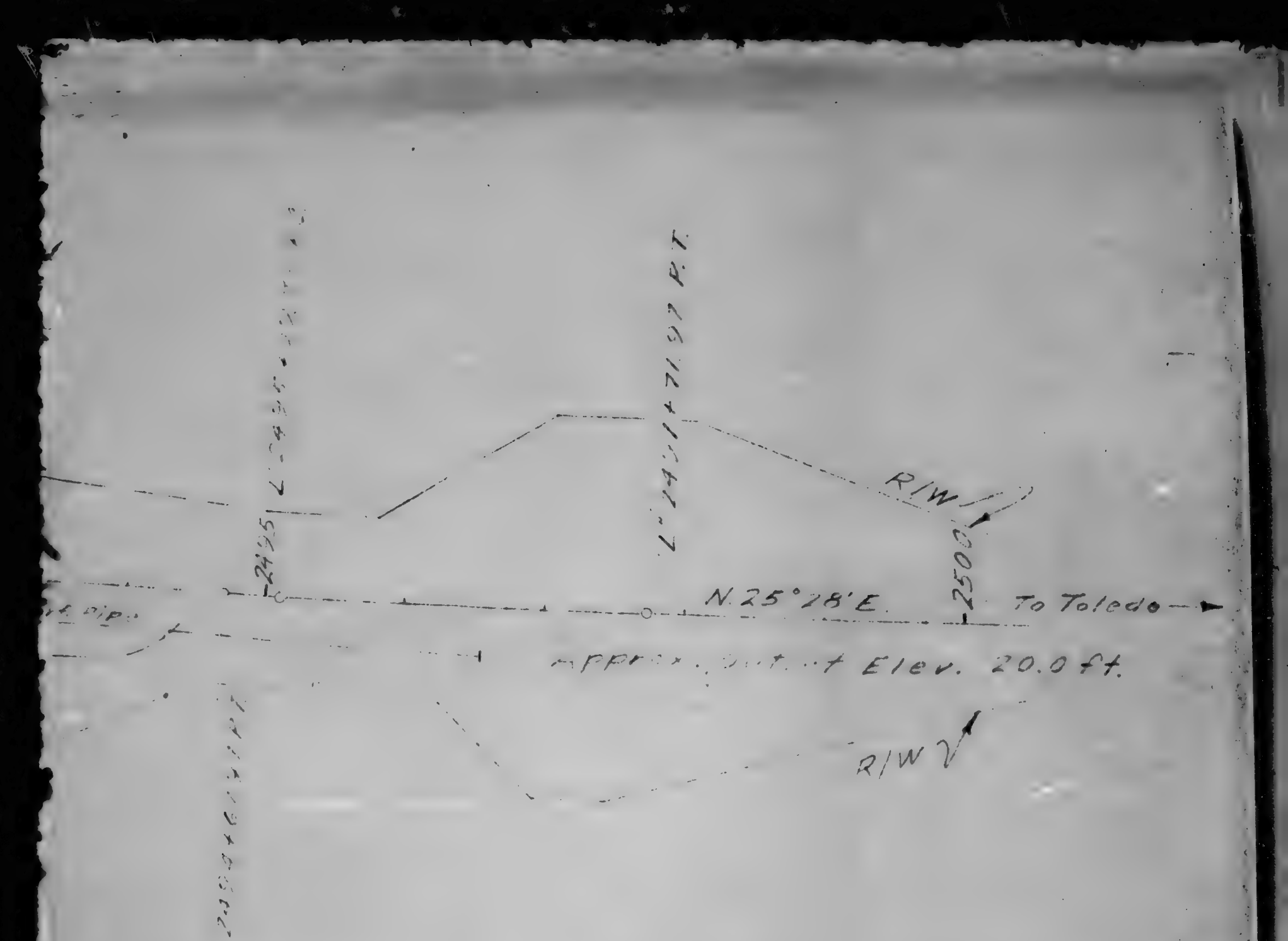
2495

CLAIRE RAMOS

Note
Elev. Top of well -
For Southern Water



Sketch Ma
Ramus Prope
Corvallis - Newp
Scale: 1" = 100'



Sketch Map

Ramus Property

Corvallis - Newport Hwy

Scale: 1" = 100'

RECEIVED
SEP 26 1966
FOR FILING

FP-168(1)
6145

September 26, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 13, 1966, on Contract No. 6745. The contract was with Morse Bros., Inc. and was for grading and paving on the Toledo Slide Correction Project on the Corvallis-Newport Highway in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 26, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maisen
R. D. Asbury

bg

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Toledo Slide Correction	WEEK ENDING: August 12, 1966	
	SECTION PREFIX: 21-1084	
HIGHWAY: Corvallis-Newport	COUNTY: Lincoln	
NAME OF JOB: Toledo Slide Correction	KIND OF WORK: Grading & Paving	
CONTRACTOR: Morse Bros. Inc.	CONTRACT NUMBER: 6745	FEDERAL AID PROJECT NUMBER: ER-168(1)
DATE OF CONTRACT: November 9, 1965	DATE WORK STARTED: December 8, 1965	ESTIMATED COMPLETION DATE: --
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 149,900.40	SPECIFIED COMPLETION DATE: July 15, 1966	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 139,240.82	ENGINEERING AUTHORIZATION $ 10,659.58	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 139,565.34	ENGINEERING COST TO DATE $ 11,796.39	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN 0.23%	PERCENT OF AUTHORIZATION 104 %	DATE PROJECT WAS COMPLETED: July 13, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Emb Fnd Exc	Rock Emb
100	100	100	100	100		100	100

	GRADING	SURFACING	Emb. Fnd. Exc MAINTENANCE	OILED SURFACES	PAVING
MILES IN PROJECT	0.53	0.53	0.53	0.53	0.53
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.53	0.53	0.53	0.53	0.53
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,600	3,520	10,700	11,400	980
TOTAL QUANTITIES CORRECTED TO DATE	4,618	4,068	12,393	16,727	1,048
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,618	4,068	12,393	16,727	1,048
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Roping
MONDAY	Clear			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Project Completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final Estimate and Cost Report have been turned in to the Salem office. This is the final Weekly Report.

SIGNED W. E. Seaman LOCATION Newport, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
AUG 5 - 1966
FOR FILING

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRADLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-168(1)

6145

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 19, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

RECEIVED
AUG 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Dear Sir:

This is to advise you that work was completed on July 13, 1966, on Contract No. 6745, Toledo Slide Correction Section, in Lincoln County, in connection with Federal-aid Project No. ER-168(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

P.R. MAIL
AUG 1 1966

Bureau of Public Roads
Oregon Division
Office Endorsement

Date: 8-1-66

Conditions noted on
above date:

Contract work considered satisfactory.

GKH

Refer to Young 8-4-66

A. W. Parsons
Division Engineer

By: ME Martin
M. E. Martin
District Engineer

Form E-300—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if Federal funds are required.
JUN 8 1966
Date _____ by _____
GI-P Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Toledo Slide Correction Date June 6, 19 66

Highway Corvallis-Newport Contract No. 6745

County Lincoln Prefix 21-1084

Contractor Morse Bros. Inc. F. A. Project No. ER-168(1)

Address P.O. Box 266, Lebanon, Oregon Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove detour fill material which has sloughed down onto private property and redress fill slope.

Location by station numbers:

Unit "B" Station 2492+00 -- 2494+50

Estimate of quantities and cost:

Labor	$200	
Equipment Rental	300	
	$500	TOTAL

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Detour fill was put in during winter when weather was poor and springs were coming out of the bank. The fill slope became saturated and part or the slope slumped down onto private property. This material should now be removed from the private property and the fill re-sloped.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 149,900.40	
Present estimate of project cost, including $ 500.00 for work under this order	$ 149,900.40	
Expected under-run / over-run amount	$ 0.00	
Expected under-run / over-run per cent	0.0	

Submitted by: .....
Resident Engineer

Approval Recommended: .....
Construction Engineer or Bridge Engineer

Approval Recommended: .....
Division Engineer

Approved: .....
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*6391-784

RECEIVED
MAY 17 1966
FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-168 (1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 5, 1966

In reply refer to: 08-35.DB-3

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-168(1)
Toledo Slide Correction Section, Corvallis-Newport Highway
State Force Order No. 4
Total estimated amount of the Order $10,000
Federal participation $6,000

F. B. KLABOE
NOTED

Reference is made to your letter dated April 28, 1966 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Our approval is being given effective April 27, 1966, as requested.

Attachment

sent to Young & Leland. 5-10-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-168—6M

APPROVED
Contingent upon modification of project agreement [illegible] additional funds are [illegible]
APR 27 1966 W E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name Toledo Slide Correction Date April 12, 1966

Highway Corvallis-Newport Contract No. 6745 F. A. Project No. ER-168(1)

County Lincoln Prefix 21-1084 Account No. 235-04

Description of Work To Be Done:
Drill vertical holes into slide mass in a pattern directed by the engineer. Into these holes introduce a lime slurry mixture which will be used in an attempt to change the soil characteristics within the slide mass.

Location by Station Numbers:

2535+00 - - 2540+00

Estimate of Quantities and Costs:

Labor	$ 4,000	
Materials	4,000	
Equipment Rental	2,000	
	$10,000	TOTAL

Explanation:
Work to be done by State Forces who are especially equipped to do this type of work. Funds were provided in the original construction authorization for this work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 149,900.40
Present estimate of project cost, including $ 10,000.00 for work under this order	$ 149,900.40
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. E. Schwartz Resident Engineer

Approval Recommended: /s/ John A. Bond For Construction Engineer or [illegible]

Approval Recommended: /s/ Gerald Wimer Asst. Division Engineer

Approved: /s/ L. H. Young [illegible] Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

MAY 17 1966

FOR FILING

Form CD-121 (11-63) (Prom. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 5, 1966

In reply refer to: 08-35.DB-3

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-168(1)
Toledo Slide Correction Section, Corvallis-Newport Highway
State Force Order No. 3
Total estimated amount of the Order $3,000
Federal participation $1,800

NOTED

Reference is made to your letter dated April 28, 1966 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Approval is being given effective April 27, 1966, as requested.

Attachment

Orig. to Young
J. W. Leonard
5-10-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—6M

APPROVED
Contingent upon modification o...
APR 27 1966 -P W.E. Martin
...ic Road Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Toledo Slide Correction Date April 12, 1966

Highway Corvallis-Newport Contract No. 6745 F. A. Project No. ER-168(1)

County Lincoln Prefix 21-1084 Account No. 234-03

Description of Work To Be Done:

Drill horizontal drain holes into slide mass as needed in an attempt to relieve hydrostatic pressure within the mass. Use work area provided by the contract as a base for drilling rig.

Location by Station Numbers:

2535+00 - 2540+00 Lt.

Estimate of Quantities and Costs:

Labor	$1,250
Material	750
Equipment Rental	1,000
	$3,000 TOTAL

Explanation: Work to be done by State forces who are especially equipped to do this type of work. Funds for the work were provided in original construction authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$149,900.40
Present estimate of project cost, including $3,000.00 for work under this order	$149,900.40
Expected under-run / over-run (amount)	$0.00
Expected under-run / over-run (per cent)	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ Wendell E. Schwartz, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer.

Approval Recommended: /s/ Gerald Wimer, Asst. Division Engineer

Approved: /s/ L. H. Young, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

RECEIVED
APR 29 1966

OR 16811
6745

April 28, 1966

Mr. [illegible]
Division Engineer
Bureau of Public Roads
417 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 235 covering the cost of drilling vertical holes and filling them with lime slurry on the Toledo Slide Correction Section of the Corvallis-Newport Highway in Lincoln County, Contract No. 6745 in connection with Federal-Aid Project No. [illegible].

This order is to cover the cost of drilling vertical holes into the slide mass and filling them with lime slurry to stabalize the area. The State has the specialized equipment and the trained personnel to do this work. The contractor is not staffed or equipped to preform the work.

This is an anticipated item and was included in the original contract authorization.

The total estimated amount of the order is $10,000 with Federal participation of $5,000.

This order was recommended for approval by B.P.R. District Engineer, April 27, 1966. Your approval as of that date, under provisions of P.P.M. 21-3.3 or an actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

KMR:ed

RECEIVED
APR 29 1966

ED 14.2(1)

6745

April 28, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 234 covering the cost of drilling horizontal drain holes on the Toledo Slide Correction Section of the Corvallis-Newport Highway in Lincoln County, Contract No. 6745 in connection with Federal-Aid Project No. BR-168(1).

This order is to cover the cost of drilling horizontal drain holes into slide mass to relieve hydrostatic pressure. The State has the specialized equipment and trained personnel to do the work. The contractor is not equipped or staffed to perform this work.

This is an anticipated item and was included in the original contract authorization.

The total estimated amount of the order is $3,000.00 with Federal participation of $1,800.00.

This order was recommended for approval by BPR District Engineer April 27, 1966. Your approval as of that date under provisions of PPM 21-6.3 on an actual cost basis is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

KMR:jb

Form B-308—5M

STATE COPY

APPROVED
Contingent upon verification of project [illegible]
APR 13 1966
Date [illegible] WE Martin
G I P [illegible] Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Toledo Slide Correction — Date April 13, 19 66

Highway Corvallis-Newport — Contract No. 6745

County Lincoln — Prefix 21-1084

Contractor Morse Bros. — F. A. Project No. ER-168(1)

Address PO Box 266, Lebanon, Oregon — Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Do such additional clearing as is required beyond present staking line to assure that trees will not fall onto power line due to present sliding. Do such necessary dozer work to dress up slide beyond stake lines when excavation is completed.

Location by station numbers:

2530+00 -- 2532+00 Lt.

Estimate of quantities and cost:

Labor	$ 333.00	
Equipment Rental	667.00	
	$1,000.00	Total

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Excavation to typical section is causing sliding to occur beyond our clearing limits. Trees on the slide are leaning precariously and should be removed to protect power line. Additional dozer work will have to be done to dress up slide mass when excavation is complete. Equipment rental rates to be AGC. Labor to be as per contract. Percentage to Contractor as per contract. Prior BPR approval obtained by G. W. Wimer II 4/13/66.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 149,000.40	
Present estimate of project cost, including $ 1,000.00 for work under this order	$ 149,000.40	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Wendell E. Schwartz, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer; Assistant State Highway Engineer; or Office Engineer.

State Printing

RECEIVED
MAR 9 - 1966

FORM E-20X—20M—1-65 CP*19102-734

FOR FILING
EK-168(1)
6745

21-1084

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1966

To: Mr. D. H. Mechring
Right of Way Engineer
Department

SUBJECT: Winter Well
Toledo Slide Correction Section
Corvallis-Newport Highway
Contract No. 6745

As a follow-up of my report to you dated February 4, 1966, two additional samples have been taken of the water from the subject well. Both were reported favorable, the dates reported being February 10, 1966 and February 18, 1966. See attached copies of reports.

As all of the tests taken on this well since it has been put into use have been reported favorable, the water should be considered satisfactory and the file closed regarding this matter.

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:nm
cc F. B. Klaboe
F. D. Morgan
R. B. Sipprell
E. J. Benner
W. E. Schwartz
W. R. Fretwell

NOTED
F. B. KLABOE

RECEIVED
MAR 9 - 1966

21-1084

FORM E-30X—20M—1-65 SP*19102-734

FOR FILING

14-168 (1)

6745

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1966

SUBJECT: Winter Well
Toledo Slide Correction Section
Corvallis-Newport Highway
Contract No. 6745

To: Mr. D. H. Koehring
Right of Way Engineer
Department

As a follow-up of my report to you dated February 4, 1966, two additional samples have been taken of the water from the subject well. Both were reported favorable, the dates reported being February 10, 1966 and February 18, 1966. See attached copies of reports.

As all of the tests taken on this well since it has been put into use have been reported favorable, the water should be considered satisfactory and the file closed regarding this matter.

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:am
cc F. B. Klaboe
F. D. Morgan
R. B. Sipprell
E. J. Benner
W. E. Schwartz
W. R. Fretwell

NOTED
F. B. KLABOE

REQUEST FOR WATER BACTERIOLOGICAL EXAMINATION

NAME OF WATER SUPPLY OR SWIMMING POOL: WINTER

ADDRESS OR LOCATION: TOLEDO

DATE COLLECTED: 2/15/66 HOURS: A.M. ☐ P.M. ☑

NAME OF COLLECTOR: R. M. WEST

SAMPLING POINT: WELL | SOURCE: WELL | COUNTY: LINCOLN

CHLORINATED ☐ UNCHLORINATED ☑ | MUNICIPAL OR COMMUNITY ☐ | SEMI-PUBLIC PRIVATE ☑

SWIMMING POOL AND BATHING PLACES: ARTIFICIAL POOL ☐ NATURAL BATHING PLACE ☐

SEND REPORT TO: WM. B. FRETWELL. / C/O DIV. ENGR. / BM HOF. HWY BLDG. / SALEM, OREGON

REMARKS

HL-10 REV. 10-59 SEE REVERSE SIDE

FOR USE OF LABORATORY ONLY

LAB. NO. 3543

THIS WATER DOES ☒ DOES NOT ☐ CONFORM WITH ACCEPTED STANDARDS OF PURITY.

DATE RECEIVED 2-14-66 | DATE REPORTED 2-18-66

SEE BACK OF 1ST COPY FOR ADDL. INFO.

VOL.-ML	1	10	10	10	10	10	MPN
24 HOURS	—	—	—	—	—	—	
48 HOURS	—	—	—	—	—	—	
CONFIRMATION							

VOL.-ML	10.	10.	1.	1.	.1	.1	.01	.01	MPN
24 HOURS									
48 HOURS									
CONFIRMATION									

CHECKED BY: DC

PUBLIC HEALTH LABORATORY
OREGON STATE BOARD OF HEALTH
P. O. BOX 231, PORTLAND, OREGON 97207

Copy to E J Benner
2-24-66

NOTED
GERALD WIMER

NOTED
J. L. [illegible]

REQUEST FOR WATER BACTERIOLOGICAL EXAMINATION

NAME OF WATER SUPPLY OR SWIMMING POOL: E. L. WINTERS

ADDRESS OR LOCATION: TOLEDO

DATE COLLECTED: Feb 7 66 HOURS: ☑ A.M. ☐ P.M.

NAME OF COLLECTOR: R. H. WEST

SAMPLING POINT: WELL | SOURCE: WELL | COUNTY: LINCOLN

CHLORINATED ☐ UNCHLORINATED ☐ MUNICIPAL OR COMMUNITY ☐ SEMI-PUBLIC PRIVATE ☐

SWIMMING POOL AND BATHING PLACES: ARTIFICIAL POOL ☐ NATURAL BATHING PLACE ☐

SEND REPORT TO: WM R. FRETWELL, c/o DIV. ENGR., RM. 405, HWY BLDG, SALEM, OREGON (Salem, Oregon)

REMARKS

HL-10 REV. 10-63 SEE REVERSE SIDE

FOR USE OF LABORATORY ONLY

LAB. NO. 2803

THIS WATER DOES ☒ DOES NOT ☐ CONFORM WITH ACCEPTED STANDARDS OF PURITY.

DATE RECEIVED 2-8-66 | DATE REPORTED 2-10-66

SEE BACK OF 1ST COPY FOR ADDL. INFO.

VOL.-M.:	1	10	10	10	10	10	MPN
24 HOURS	—	—	—	—	—	—	
48 HOURS	—	—	—	—	—	—	
CONFIRMATION							

VOL.-ML	10.	10.	1.	1.	.1	.1	.01	.01	MPN
24 HOURS									
48 HOURS									
CONFIRMATION									

CHECKED BY:

PUBLIC HEALTH LABORATORY
OREGON STATE BOARD OF HEALTH
P. O. BOX 231, PORTLAND, OREGON 97207

RECEIVED
FEB 8 - 1966
FOR FILING

FORM E-20X—20M—1-66 SP*19102-734

ER-168 (1)

6745-

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 4, 1966

To: Mr. D. H. Hoehring
Right of Way Engineer
Department

SUBJECT: Winter Well
Toledo Slide Correction Section
Corvallis-Newport Highway
Contract No. 6745

As you know, we have connected the Winter's water system to the recently State dug well in accordance with right of way obligations. After the well had been connected to the domestic water system a sample of the water was taken, the sample being taken on January 31, 1966. We have received a report on this sample which indicates that this water does conform with accepted standards of purity. See attached copy of this report.

It is planned to take two more tests, one each week. If these additional tests return favorable, we will consider the well as acceptable and all of our obligations completed.

R. D. Asburry
Division Engineer

RDA:sm
cc F. B. Klaboe
F. D. Morgan
R. B. Sipprell
E. J. Benner
W. E. Schwartz
W. R. Fretwell

REQUEST FOR WATER BACTERIOLOGICAL EXAMINATION

NAME OF WATER SUPPLY OR SWIMMING POOL: E. L. WINTERS

ADDRESS OR LOCATION: TOLEDO

DATE COLLECTED: JAN. 31 / 66 HOURS: ☐ A.M. ☒ P.M.

NAME OF COLLECTOR: R. H. WEST

SAMPLING POINT: WELL | SOURCE: WELL | COUNTY: LINCOLN

CHLORINATED ☐ UNCHLORINATED ☑ | MUNICIPAL OR COMMUNITY ☐ | SEMI-PUBLIC ☐ PRIVATE ☑

SWIMMING POOL AND BATHING PLACES: ARTIFICIAL POOL ☐ NATURAL BATHING PLACE ☐

SEND REPORT TO: WM R. FRETWELL
C/O DIV. ENGR.
RM 404, HWY BLDG
SALEM, OREGON

REMARKS

HL-10 REV. 10-65 SEE REVERSE SIDE

FOR USE OF LABORATORY ONLY

LAB. NO. 2289

THIS WATER DOES ☒ DOES NOT ☐ CONFORM WITH ACCEPTED STANDARDS OF PURITY.

DATE RECEIVED	DATE REPORTED
2-1-66	2-3-66

SEE BACK OF 1ST COPY FOR ADDL. INFO.

VOL.-ML	1	10	10	10	10	10	MPN
24 HOURS	—	—	—	—	—	—	
48 HOURS	—	—	—	—	—	—	
CONFIRMATION							

VOL.-ML	10.	10.	1.	1.	.1	.1	.01	.01	MPN
24 HOURS									
48 HOURS									
CONFIRMATION									

CHECKED BY: DC

PUBLIC HEALTH LABORATORY
OREGON STATE BOARD OF HEALTH
P. O. BOX 231, PORTLAND, OREGON 97207

RECEIVED
FEB 3 1966

FOR FILING

ER-168(1)

6745

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 1, 1966

To: MEMO TO THE FILES

SUBJECT: Winter Well
File No. 38288
Toledo Slide Section
Corvallis-Newport Highway

Yesterday I called Rep. Stan Ouderkirk of Newport, in response to his telephone inquiry to me on January 27, in behalf of a Mrs. Winter from whom we purchased some right of way on the Toledo Slide Section, and for whom we drilled a well to replace the spring from which the Winters drew water for domestic use.

From information obtained from Ray Asburry Friday, including a copy of his report of January 3 to Mr. Morgan, I informed Rep. Ouderkirk of the history of this matter, various tests of the water from the new well and our contacts with the County Sanitarian.

I told him that another water sample had been taken when the pump was reinstalled approximately a week to 10 days ago, and that instructions had been issued to take further samples at weekly intervals. Also that if tests of these samples do not show the water to be potable within a reasonable amount of time the Division Engineer would recommend installation of a chlorinator.

Rep. Ouderkirk seemed to be satisfied with my explanation, indicating he would wait for Mrs. Winter to again call him, rather than to call her. He also objected to the County Sanitarian's proposal to extend city water to the area, not only because of the additional cost to the Highway Department, but also because of the water user charges that would have to be borne by the Winters and other residents of the area.

R. B. Sipprell
Liaison Engineer

RBS:ob
cc to - R. L. Porter
F. B. Klaboe
Victor Wolfe
F. D. Morgan
D. H. Moehring
Ray Asburry

RECEIVED

RECEIVED
JAN 18 1966
FILE PLAN
ER-168 (1)

Form CO-121 (11-63) (Prev. Ed. Not Usable)

UNITED STATES GOVERNMENT

Memorandum

KLARDE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 13, 1966

In reply refer to: 08-35.DB-3

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Toledo Slide Correction Section
FAP No. ER-168(1)
State Force Order No. 2

Reference is made to your letter dated January 3, 1966 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

REFERRED TO
By Asst. State Hwy. Engr
1-18-66

RECEIVED
JAN 18 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—5M

STATE COPY

APPROVED
Contingent upon [illegible] of project [illegible] funds [illegible]
DEC 28 1965
W E Martin
Division Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Toledo Slide Correction Date December 13, 1965

Highway Corvallis—Newport Contract No. 6745 F. A. Project No. ER-168(1)

County Lincoln Prefix 21-1084 Account No. 224 & 238

Description of Work To Be Done:

Grass seeding, fertilizing, and mulching to be done by State erosion control crews on cut and fill slopes throughout project, where needed, as protection against erosion and for roadside improvement.

Location by Station Numbers:

As required, stations 2484+64.73 — 2539+00

Estimate of Quantities and Costs:

2 acres seed and fertilize	@ $50/acre	$100
2 acres mulching	@ 150/acre	300
		$400 TOTAL

Explanation:

State is equipped to do this work with special equipment that will be saving of public funds. Funds are provided in project authorization. This work has not been started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 149,900.40
Present estimate of project cost, including $ 400.00 for work under this order	$ 149,900.40
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0.0

Space to right of this line is for use of Salem Office

Submitted by: /S/ Wendell E. Schwartz, Resident Engineer

Approval Recommended: /S/ John A. Bond, Construction Engineer or for [illegible] Engineer

Approval Recommended: /S/ R. D. Asburry, Division Engineer

Approved: /S/ L. H. Young, Deputy State Highway Engineer, ~~Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
JAN 21966
FOR FILING

ER-168 (1)

6745

To:

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 5, 1966

SUBJECT: Purity of Well
Mr. Ed Winters
Highway 20 - Toledo

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

In reply to your letter of December 28, 1965 re subject matter, attached hereto is a copy of a report submitted by Mr. R. D. Asburry, Division Engineer in Salem.

This report explains events up to this time and states that the State is now ready to make final hook-up to this well in compliance with our right of way agreement. Last test of the well taken December 7 or 8, 1965 was a passing one substantiated by copy from County Sanitarian.

I recommend that hook-up be made and work on slide proceed. Mr. Asburry, by a copy of this letter, is directed to make periodic tests of water until satisfied of purity of water during continued use.

F. D. Morgan
Construction Engineer

FDM:fp
Attach.
cc R.D. Asburry

RECEIVED
JAN 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—COM—1-66 SP°19102-734

Routing

Morgan — Porter

Decker — Marshall

Bond — Trout

Barbee — Stein

Walker — Wirt

Bidwell — Underhill

Swan — Otto

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JAN 4 1966
CONSTRUCTION
DIVISION

Salem, Oregon
January 3, 1966

SUBJECT: Winter Well
File No. 38288
Toledo Slide Section
Corvallis-Newport Highway

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

Pursuant to your letter of December 29, 1965, the following is a report regarding the subject well.

The property now owned by Mr. Winter was at one time owned by an M. F. and Mae Wagner. In late 1935 or early 1936 some additional right of way was bought from the Wagners. On this right of way was a spring which was used as a domestic water source. The right of way option with the Wagners states:

"In addition to the above payment, the State will construct a concrete box arround two springs and pipe the water to the right of way line."

State forces constructed the concrete box as per agreement. During the early part of 1965 a slide occurred in this area. The plans for the repairing of the slide called for the destruction of the spring box, also for some additional right of way from the Winters. When investigating the slide area, it was found that the concrete box no longer functioned as a collection box but a 1½-inch cast iron pipe was protruding from under the roadway area onto which the Winters had attached a plastic pipe, using the water from it as their domestic water. In dealing with the Winters for the additional right of way, it was agreed as follows:

"State shall establish domestic water system by drilling well on owner's remainder, installing pump, tank, pump house, and connecting water line to residence."

A licensed well driller was secured to drill a well for the Winters. He drilled one well to a depth of 54 feet but struck no water so filled in the hole and moved to another spot and drilled to a depth of 50 feet, striking a water strata at approximately 35 feet. The well was cased and sealed for a depth of 20 feet with 8-inch casing, a 6-inch casing extending on down to the 50-foot mark—the 6-inch casing being perforated between 30 and 40 feet.

After the well had been drilled, a Mr. Mel Sweeney was secured to install the pump, etc. He contacted the County Sanitarian's office

to get a test of the water but received no action from that source so in approximately one week our Division Geologist took a sample of the water and submitted it to the State Laboratory. This sample failed to pass for human consumption. It was presumed at this time some surface water might be getting into the well. The well was thoroughly cleaned with purex and pumped out. Two holes were drilled through the seal touching the 8-inch casing, wherein fleurocein dye was injected. The well was then pumped for 2 hours and 45 minutes to see if some of the dye could be supped into the well.

The County Sanitarian's office was again contacted by Division Geologist Fretwell requesting additional samples be taken. A representative from this office took a sample from the well and submitted to the State Laboratory, which reported that the water was suitable for human consumption.

The County Sanitarian, since he has been contacted regarding this, has opposed our plan of supplying the Winters with well water. Rather, he would like for us to bring city water out to this area, which would cost several thousand dollars. I do not know if this was the reason or not, but he refused to send us a copy of the results of the last test (the passing test) until the County Court was contacted, who brought pressure onto the County Sanitarian to submit a copy of this report.

At the present time the Winters are using the water from the pipe extending under the roadway. The new well is all ready to go into service, the only thing to be done is to connect one hose and turn on the switch. The Right of Way Department is supposed to contact the Winters this date to get their permission to make the final hookup to the well. Barring this, I can see no other alternative but to go ahead with the repair of the slide as weather permits, which will destroy the old water system, as I believe we have fulfilled our commitment in this matter. Recommend we proceed in this manner but periodic tests be taken of the well. Should this indicate that the well has a tendency to become contaminated, we should install a chlorinator to purify the water.

The passing sample was taken December 7 or 8. The delay in hooking up the well to date was due to the hesitancy of the County Sanitarian to give us the official report on the sample and his insistence that we do not hook it up but bring in city water.

R. D. Asburry
Division Engineer

RDA:am
cc D. H. Moehring

FORM E-30X—50M—1-65 SP 6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

December 28, 1965

NOTED
F. B. KLABOE

To: Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

SUBJECT:

I enclose a copy of a letter to Bill Fretwell from Robert B. Fatland, Senior Sanitarian, Lincoln County Health Department.

Mr. Fatland has been called in to examine the water supply for a Mr. and Mrs. Ed Winters on the south side of Highway 20 east of Toledo.

Will you please make an appropriate investigation and advise me of your findings.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enclosures

Lincoln County Health Department
Court House
Newport, Oregon

KLAMATH

December 23, 1965

Bill Fretwell
Division of Engineers
Room 405, Highway Building
Salem, Oregon

Dear Mr. Fretwell:

This letter is to confirm our telephone conversation of December 7, 1965, regarding the new well drilled for Mr. & Mrs. Ed Winters on the south side of Highway 20 east of Toledo.

Mr. Winter's physician, Dr. Wilson of the Corvallis Clinic, requested this office to sample the existing water supply presently being used by the Winters family. Mr. Winters was hospitalized as a result of a gastro-intestinal complaint. A sanitary survey of the old system was conducted and found not to conform to accepted standards for a safe domestic water supply.

A water sample was taken from the kitchen faucet and as expected, did not conform to accepted standards for purity. The new well, drilled under contract to the Highway Department, was observed at this time. Since the Highway Department had not asked for the opinion of the County Sanitarian in relocating this water supply, I had assumed that the State Board of Health had been consulted. Upon calling the District Sanitary Engineer, H. W. Merryman and his Portland Headquarters, it was learned that they knew nothing about the situation either. The Winters family did ask my opinion before they signed the Highway Department release.

In my opinion it would not be feasible to prevent the surface water from the spring on the upper side of the highway from contaminating a well located below it on the lower side of the highway. Had I the benefit of the data compiled from your geological investigations I might have to concede that it was possible.

My recommendation to you and later to Mr. Winter, was that connection to the Toledo Public water supply appeared the most logical and most dependable solution to the problem. I understood you to say you agreed.

Lincoln County Health Department
Court House
Newport, Oregon

Bill Pretwall
Re: Winter well
12/22/65 Continued.

Our office did take a water sample at the new well the same day the existing supply used by the Winters family was sampled on December 8th. Both samples tested were free of gas forming organisms. The new well sample was negative for flourescein dye. I understand you introduced the dye some 2½ hours before sampling, into holes below the discharge side of the culvert and around the well casing.

In my opinion the one water sample, negative for dye and gas forming organism, does not mean anything more or less than the water contained in the sample bottle was negative. The purity of the water at the bottom of this well is as questionable as it was December 8th. My previous recommendation, connection to the public water supply, stands.

Very truly yours,

ROBERT B. FATLAND, RS
Senior Sanitarian.

RBF/af

CC: H. W. Merryman, District Sanitary Engineer
Laverne Miller, Chief, Environmental Sanitation Section OSBH
✓ Forrest Cooper, State Highway Engineer

RECEIVED
DEC 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 23 1965
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE BOARD OF HEALTH

January 16, 1964

ADMINISTRATIVE CIRCULAR NO: SE-17 SERIAL NO: 235

SUBJECT: POLICY RELATING TO THE EVALUATION OF DRINKING WATER SUPPLIES

The possible physical and bacteriological contamination of surface water makes it necessary to regard such sources of supply as unsafe for domestic use unless reliable treatment, including filtration and disinfection, is provided. It should be recognized also that the treatment of surface water to insure a constant safe supply requires diligent attention to operation and maintenance by the owner of the system. Because all untreated surface supplies may possibly spread intestinal diseases, such as typhoid fever, dysentery, and hepatitis, they should not be used if other suitable ground water supplies are available.

Sanitary surveys should be made in conjunction with development of water sources. The sanitary survey should include the detection of all health hazards and the assessment of their present and future importance. The information furnished by this survey is essential to complete interpretation of bacteriological examination and other data.

The importance of a sanitary survey of water sources and systems cannot be overemphasized. The laboratory findings with respect to samples taken from streams, open springs, and lakes can vary widely and be misleading. For a reliable indication of the safety of an individual water supply the owner should depend on the experience of qualified public health personnel who are trained in the essentials of evaluating and interpreting analytical test results and sanitary survey data. Bacterial counts and conditions can change rapidly from day to day and from one season to another, whether dry or wet, and each drainage area can vary considerably. Contamination is dependent upon many local factors. In order to properly evaluate problem areas a sanitary survey should be made considering and expanding the following essential factors, along with other features:

1. Type of source development, i.e., surface, spring or well.

2. Topography and climate of immediate and adjacent areas.

3. Geology of area, e.g., permeability and structure of water bearing formation.

4. Natural slope of water table and surface or watershed drainage.

5. Character and location of sources of contamination, and whether human or animal; method of sewage disposal.

6. Influence of land and water usages on supply in question.

7. Construction features and existing sanitary defects of source, storage and distribution systems.

8. Types and effectiveness of treatment, if any.

One water sample is not conclusive evidence that a water supply is safe or unsafe. A number of samples are required to form an opinion. Sampling a water supply which is subject to any sanitary hazards is a waste of time and may be dangerously misleading!

If small isolated supplies are subject to contamination and other sources are not economically feasible to develop, or lack of electrical power or other factors prohibit treatment, users of the water should be warned by posting signs indicating it is not safe for human consumption unless the water is boiled or properly disinfected.

RECOMMENDED WATER SAMPLING PROCEDURE

1. Do's and Don'ts

   Don't sample wells and springs not adequately protected from contamination.

   Don't sample open streams or other surface water.

   Do sample developed surface water supply systems if thought to be adequately treated.

   Do sample developed wells and springs with no known sanitary defects.

2. Who may take samples

   Water samples should be taken only by qualified persons or by authorized personnel of State and local health departments.

3. Frequency

   At least 2 samples per month should be submitted for bacteriological analysis on public water supplies.

4. Location

   Take the sample from the faucet or hydrant at point of use. Choose a clean tap in good repair.

5. Sampling

   Collection instructions are provided on back of the "Request for Bacteriological Examination" form. It is important that these instructions be followed and that all items on the form be completed. Use only sterile water sample bottles provided by the State or local health departments, or other approved laboratories. Mail to Oregon State Board of Health or other approved laboratories.

6. When consecutive samples* show contamination

   Inspect the entire system and source for sanitary defects and sources of contamination.

Correct all known sanitary defects. Flush and disinfect entire system according to the procedure outlined in the State Board of Health booklet "The Protection and Purification of Rural Water Supplies."

Sample system according to No. 4.

If consecutive samples do not show contamination, then routinely sample each month for public supplies.

7. If consecutive samples* again show contamination

Reinspect system for sanitary defects and make additional corrections needed. If no sanitary defects are found, then take sample directly from source to determine potential contamination. If consecutive samples show contamination, the supply will need discontinuance, treatment or posting.

If not contaminated, again check distribution and storage facilities for defects and improve. Consult the local department or Oregon State Board of Health for further assistance.

Note: A chemical analysis should be made for all new public water sources prior to use.

* Refer to Oregon Administrative Rules 42-020, Purity of Water.

****

RECEIVED
JAN 6 - 1966

FOR FILING
ER-168 (1)
6-145

January 5, 1966

Mr. A. E. Persons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir

Herewith for your consideration and approval are copies of Order for State Force Work No. 1 - Supplemental, Account No. 166, covering overrun of the cost for permanent flood restoration work involving slide correction on the Newport-Benton County Line Section of the Corvallis-Newport Highway in Lincoln County in connection with Federal-Aid Project No. IR-168(1).

This work is necessary because of damage incurred as a result of the January, 1965 flood.

The original cost and amount of work was under-estimated due to indeterminate nature of damage. The total order is now $6,700.00.

The original order was approved by the B.P.R. May 12, 1965.

This supplemental order was tentatively recommended for approval by the Area Assistant Engineering Coordinator. Your approval, under the provisions of PPM 21-6.3, on actual cost basis, is requested.

The estimated amount of this order is $2,700.00 with Federal participation of $1,620.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

A. H. Young
Office Engineer

CWF:mb

cc: F. D. Morgan
R. N. Chase

RECEIVED
JAN 4 - 1966
FOR FILING
EA-1(1)
6145

January 3, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 224-238, covering seeding and mulching on the Toledo Slide Correction Section of the Corvallis-Newport Highway in Lincoln County, Contract No. 6745, in connection with Federal Aid Project No. ER-168(1).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $[illegible] with Federal participation of $240.00.

This work was an anticipated item of the contract.

The work was tentatively recommended for approval by the BPR Assistant Engineering Coordinator December 28, 1965. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enc.

CWT:dc

Monthly transaction number	FORM PR-2A (5-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
1-70		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County
S 6715	12/29/65	Lincoln & Benton
		Project number
		BR-768(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 21, 1965, is hereby modified as follows:

6579

Revised estimated total cost of project $ 621,599.

Revised Federal funds $ 393,846.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29th day of December, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. N. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal Aid
Project No. ER-163(1)

[illegible]-CORVALLIS SECTION OF [illegible] LOOP HIGHWAY

IN LINCOLN AND BENTON COUNTIES

(Estimate as a basis for modification of project agreement. Based on low bid prices, estimated cost of temporary and permanent repair by State Forces and negotiated equipment rental.)

Salem, Oregon, December 9, 1965

Type Cost P.E.
Preliminary Engineering $ 1,000.00
Type Cost Code
Pioneer Mtn. Unit (Sta. 490+00 to Sta. 630+00) (Contract No. 6579)

Special Backfill in Drains	130 cu.yds.	$ 9.00	$ 1,620.00
Moving Costs	All Required		22,000.00
Power Shovel, 2½ cu.yd.	155 hrs.	32.00	4,960.00
Power Shovel, 3/4 cu.yd. with attachments	440 hrs.	24.50	10,780.00
Loader, Front End (Wheel Type) 4 cu.yd.	175 hrs.	35.00	6,125.00
Trucks, Dump, 10 cu.yd.	2,300 hrs.	13.75	31,625.00
Tractor (200 H.P.) and "U" Dozer	2,000 hrs.	26.00	52,000.00
Tractor (150 H.P.) Dozer & Power Winch	800 hrs.	23.00	18,400.00
Tractor (75 H.P.(with Dozer	150 hrs.	15.00	2,250.00
Tractor, 2-wheel and 2-wheel Scraper (400 H.P.)	1,100 hrs.	38.00	41,800.00
Blade Grader (23,500 lbs.)	50 hrs.	17.50	875.00
Drill, Track-Mounted	140 hrs.	17.00	2,380.00
Air Compressor (600 cu.ft.) with attachments	160 hrs.	16.00	2,560.00
Crane, Truck-Mounted, 35 ton	100 hrs.	27.00	2,700.00
Saw, Portable Chain, 36" Bar	170 hrs.	8.50	1,445.00
Explosives	13,500 lb.	0.75	10,125.00
Laborer	550 hrs.	5.00	2,750.00
3/4" - 0 Material in Base	280 cu.yds.	6.00	1,680.00
Stone Base	1,500 cu.yds.	2.75	4,125.00
Class "B" Asphalt Concrete	500 tons	6.00	3,000.00
Furnish 24-inch Culvert Pipe	770 lin.ft.	5.95	4,581.50
Furnish 48-inch Culvert Pipe	240 lin.ft.	13.15	3,156.00
Furnish 6-inch Drain Pipe	145 lin.ft.	0.85	123.25
Furnish 8-inch Drain Pipe	1,300 lin.ft.	1.25	1,625.00
A.C. Concrete Curb	660 lin.ft.	1.25	825.00
Guard Rail	550 lin.ft.	4.00	2,200.00
Salvaging Guard Rail	300 lin.ft.	1.25	375.00
Guard Rail-Salvaged Guard Rail	300 lin.ft.	3.50	1,050.00
Type 2 Fence	130 rod	12.00	1,560.00
			$238,695.75

Seeding and Mulching	All required		$ 2,500.00
	Subtotal		$241,195.75
	Engr. & Cont.		24,119.25
	Total		$265,315.00

Price Agreement No. 2 approved on Project No. F-163(11)
(Sta. 1632+00 to Sta. 1632+00)

Clearing and Grubbing	All required		$ 4,500.00
Drainage Excavation	475 cu.yd.	$ 2.75	1,306.25
General Excavation	125,000 cu.yd.	0.40	50,400.00
Short Overhaul	200,000 yd.sta.	0.0075	1,500.00
Long Overhaul	100 "0" yd.sta.	0.35	35.00
Finish Roadbed and Slopes	0.32 mile	1200.00	384.00
Rounding Culverts	1,100 lin.ft.	0.20	220.00
18" Metal Drain Pipe, Asphalt-Coated	330 lin.ft.	4.15	1,369.50
48" Half-Circle Steel Flume, Asphalt-Coated	135 lin.ft.	12.00	1,620.00
6" Perf. Steel Drain Pipe, Uncoated	374 lin.ft.	2.00	748.00
10" Perf. Metal Drain Pipe, Uncoated	620 lin.ft.	2.40	1,488.00
12" Perf. Metal Drain Pipe, Uncoated	1,100 lin.ft.	2.85	3,021.00
Special Backfill in Drain	1,430 cu.yds.	7.00	10,010.00
Filter Blanket	840 cu.yd.	5.50	4,620.00
Quarry-run Rock in Place	10,340 cu.yds.	5.50	56,870.00
Salvage and Reinstall Guard Rail Posts	115 each	8.00	920.00
Material in Subbase	3,600 tons	3.37	12.132.00
3/4"-0 Material in Base	400 tons	3.95	1,580.00
Sprinkling	70 M gals.	3.00	210.00
Asphaltic Concrete Mixture	300 tons	6.60	1,980.00
Asphalt in Mixture	18 tons	33.00	594.00
			$155,507.75
	Engr. & Cont.		15,550.25
	Total		$171,058.00

Spec. Code 620A
Intersection Curve Correction (Sta. 2444+64.73 to Sta. 2497+71)(Sta. 2512+00 to Sta. 2515+70)(Sta. 2524+00 to Sta. 2530+00) (Contract No. 6745)

Clearing and Grubbing	All required		$ 1,000.00
General Excavation, Unclassified	5,600 cu.yd.	$ 1.00	5,600.00

Embankment Foundation Excavation, Unclassified	10,700 cu.yd.	$ 1.25	$ 13,375.00
Rock Embankment in Place	11,200 cu.yd.	2.80	31,920.00
Finishing Roadbed and Slopes	All Required		1,000.00
Trench Excavation	530 cu.yd.	4.00	2,120.00
Special Backfill in Drains	240 cu.yd.	6.00	1,440.00
Watering	110 M.gal.	3.50	385.00
SS-1 Asphalt in Watering	700 gal.	0.50	350.00
Stone Base	3,100 cu.yd.	5.00	15,500.00
3/4"-0 Material in Base	420 cu.yd.	5.25	2,205.00
Class "B" Asphalt Concrete	830 ton	13.00	10,790.00
Class "D" Asphalt Concrete	150 ton	13.00	1,950.00
12-inch Culvert Pipe	200 lin.ft.	3.25	650,00
18-inch Culvert Pipe	500 lin.ft.	4.58	2,290.00
24-inch Culvert Pipe	4 lin.ft.	10.00	40.00
8-inch Drain Pipe	1,080 lin.ft.	2.56	2,764.80
Concrete Inlets, Type G-1	1 only	150.00	150.00
Concrete Inlets, Type G-2	2 only	200.00	400.00
Extra for A.C. Concrete Approaches	9 only	35.00	315.00
A.C. Concrete Curbs	440 lin.ft.	1.00	440.00
Guide Posts, W-1	26 only	10.00	260.00
Detour Wearing Surface	1,300 sq.yd.	2.00	2,600.00
			$ 97,544.00
Flagging (57½% of Contractor's Cost)	All Required		$ 1,500.00
Tack Coat	All Required		100.00
Replace Water Supply	All Required		2,000.00
Seeding and Mulching	All Required		400.00
Slide Removal	All Required		7,500.00
Horizontal Drains	All Required		3,000.00
Lime Fill Vertical Drains	All Required		20,000.00
			$ 34,500.00
Utilities			
Work by Pacific N.W. Bell	All Required		$ 672.80
			$ 672.80
		Subtotal	$ 132,716.80
		Engr. & Cont.	13,271.20
		Total	$ 145,988.00

Oregon State Highway Department — Federal Aid Project No. ER-163(1)

Type Code Y006
Field ... Temporary and Permanent (... to ...)

Temporary:

Negotiated Equipment, Labor and Materials	All Required	$ 19,236.56
State Force Equipment, Labor and Materials	All Required	20,501.44
		$ 39,738.00

Permanent

Approved State Force Order #1	All Required	$ 4,000.00
	Subtotal	$ 43,738.00
	Engr. & Cont.	1,500.00
	Total	$ 45,238.00

Length of Roadway - - - - - - - - - - -55.[illegible] miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 635.00	$ 365.00
Pioneer Mountain Unit	265,315.00	163,342.00	96,973.00
Price Agreement #2	171,058.00	108,537.00	62,521.00
Toledo Slide Correction	145,968.00	92,629.00	53,359.00
Temporary and Permanent Repair by State Forces	45,238.00	28,703.00	16,535.00
	$628,599.00	$398,846.00	$229,753.00

Prefix: 21-1078, 21-1071, 21-4710 D, 2-4408, 2-4508, 21-4410, 21-1032

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

No Phase I Report was submitted on this project. We used bills submitted to us by contractors to arrive at the negotiated equipment, labor and materials and charges on the cost book to arrive at the State Force equipment, labor and materials which is the most accurate information we have at this time. There are no D.M.S. charges included in this estimate.

NEWPORT-COASTAL HIGHWAY

PROJECT NO. A-16 (1)

Work by Pacific Northwest Bell Company

Labor	$ 449.00
Overhead	154.00
Materials	167.00
Salvage	(3.00)
Equipment	74.00
	$ 841.00
80% State Share	$ 672.00

Oregon State Highway Department

Federal-Aid
Project No. ER-168(1)

NEWPORT-CORVALLIS SECTION OF THE

CORVALLIS-NEWPORT HIGHWAY IN LINCOLN AND BENTON COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 4, 1965

Type Code P.E.

Preliminary Engineering			$ 1,000.00
Type Code 6201			
Pioneer Mon. Unit (Sta. 490+00 to Sta. 620+00)(Contract No. 6579)			
Special Backfill in Drains	180 cu.yds.	$ 9.00	$ 1,620.00
Moving Costs	All Required		22,000.00
Power Shovel, 2½ cu.yd.	155 hrs.	32.00	4,960.00
Power Shovel, 3/4 cu.yd. with attachments	440 hrs.	24.50	10,780.00
Loader, Front End (Wheel Type) 4 cu.yd.	175 hrs.	35.00	6,125.00
Trucks, Dump, 10 cu.yd.	2,300 hrs.	13.75	31,625.00
Tractor (200 H.P.) and "U" Dozer	2,000 hrs.	26.00	52,000.00
Tractor (150 H.P.) Dozer and Power Winch	800 hrs.	23.00	18,400.00
Tractor (75 H.P.) with Dozer	150 hrs.	15.00	2,250.00
Tractor, 2-wheel and 2-wheel Scraper (400 H.P.)	1,100 hrs.	38.00	41,800.00
Blade Grader (23,500 lbs.)	50 hrs.	17.50	875.00
Drill, Track-Mounted	140 hrs.	17.00	2,380.00
Air Compressor (600 cu.ft.) with Attachments	160 hrs.	16.00	2,560.00
Crane, Truck-Mounted, 35 ton	100 hrs.	27.00	2,700.00
Saw, Portable Chain, 36" Bar	170 hrs.	8.50	1,445.00
Explosives	13,500 lbs.	0.75	10,125.00
Laborer	550 hrs.	5.00	2,750.00
3/4"-0 Material in Base	280 cu.yds.	6.00	1,680.00
Stone Base	1,500 cu.yds.	2.75	4,125.00
Class "B" Asphalt Concrete	500 tons	6.00	3,000.00
Furnish 24-inch Culvert Pipe	770 lin.ft.	5.95	4,581.50
Furnish 48-inch Culvert Pipe	240 lin.ft.	13.15	3,156.00
Furnish 6-inch Drain Pipe	145 lin.ft.	0.85	123.25
Furnish 8-inch Drain Pipe	1,300 lin.ft.	1.25	1,625.00
A.C. Concrete Curb	660 lin.ft.	1.25	825.00

Guard Rail	550 lin.ft.	$ 4.00	$ 2,200.00
Salvaging Guard Rail	300 lin.ft.	1.25	375.00
Guard Rail-Salvaged Guard Rail	300 lin.ft.	3.50	1,050.00
Type 2 Fence	130 rods	12.00	1,560.00
			$238,695.75
Seeding and Mulching	All Required		$ 2,500.00
		Subtotal	$241,195.75
		10% Engr. & Cont.	24 119.25
		Total	$265,315.00

Length of Project - - - - - - - - - - - - - -2.615 miles
Cost of Roadway per Mile- - - - - - - - - - - 101,453.89

Price Agreement No. 2 Approved on Project No. F-15(11)
(Sta. 1603+00 to Sta. 1632+00)

Clearing and Grubbing	All Required		$ 4,500.00
Drainage Excavation	475 cu.yds.	$ 2.75	1,306.25
General Excavation	120,000 cu.yds.	0.40	50,400.00
Short Overhaul	200,000 yd.stas.	0.0075	1,500.00
Long Overhaul	100 C-yd.sta.	0.35	35.00
Finish Roadbed and Slopes	0.32 mile	1,200.00	384.00
Rounding Cutbanks	1,100 lin.ft.	0.20	220.00
18" Metal Drain Pipe, Asphalt Coated	330 lin.ft.	4.15	1,369.50
48" Half Circle Steel Flume, Asphalt Coated	135 lin.ft.	12.00	1,620.00
6" Perf. Steel Drain Pipe, Uncoated	374 lin.ft.	2.00	748.00
10" Perf. Metal Drain Pipe, Uncoated	620 lin.ft.	2.40	1,488.00
12" Perf. Metal Drain Pipe, Uncoated	1,060 lin.ft.	2.85	3,021.00
Special Backfill in Drain	1,430 cu.yds.	7.00	10,010.00
Filter Blanket	840 cu.yds.	5.50	4,620.00
Quarry-Run Rock in Place	10,340 cu.yds.	5.50	56,870.00
Salvage and Reinstall Guard Rail Posts	115 each	8.00	920.00
Material in Subbase	3,600 tons	3.37	12,132.00
3/4" - 0 Material in Base	400 tons	3.95	1,580.00
Sprinkling	70 M-gals.	3.00	210.00
Asphaltic Concrete Mixture	300 tons	6.60	1,980.00

Asphalt in Mixture	18 tons	$ 33.00	$ 594.00
			$155,507.75
	10% Engr. & Cont.		15,550.25
			$171,058.00

(Approved State Force Orders)

SFD #1 M.P. 1 Storm Repair Labor, Equipment and Material	All Required		$ 4,000.00
	10% Engr. & Cont.		400.00
			$ 4,400.00

Type Code 6201

Toledo Slide Correction (Sta. 2484+64.73 to Sta. 2497+70)(Sta. 2512+00 to Sta. 2515+70)(Sta. 2528+00 to Sta. 2539+00)

Clearing and Grubbing	All Required		$ 2,500.00
General Excavation, Unclassified	5,600 cu.yd.	$ 1.00	5,600.00
Embankment Foundation Excavation, Unclassified	10,700 cu.yds.	1.00	10,700.00
Rock Embankment in Place	11,400 cu.yd.	3.00	34,200.00
Finishing Roadbed and Slopes	All Required		1,000.00
Trench Excavation	530 cu.yd.	3.00	1,590.00
Special Backfill in Drains	240 cu.yd.	7.00	1,680.00
Watering	110 M gal.	3.00	330.00
SS-1 Asphalt in Watering	700 gals.	0.50	350.00
Stone Base	3,100 cu.yds.	4.25	13,175.00
3/4" - 0 Material in Base	420 cu.yd.	4.50	1,890.00
Class "B" Asphalt Concrete	830 tons	10.00	8,300.00
Class "D" Asphalt Concrete	150 tons	12.00	1,800.00
12-inch Culvert Pipe	200 lin.ft.	4.00	800.00
18-inch Culvert Pipe	500 lin.ft.	5.50	2,750.00
24-inch Culvert Pipe	4 lin.ft.	10.00	40.00
8-inch Drain Pipe	1,080 lin.ft.	2.75	2,970.00
Concrete Inlets, Type G-1	1 only	150.00	150.00
Concrete Inlets, Type G-2	2 only	160.00	320.00
Extra for A.C. Concrete Approaches	9 only	35.00	315.00
A.C. Concrete Curbs	440 lin.ft.	1.50	660.00
Guide Posts, W-1	26 only	8.00	208.00
Detour Wearing Surface	1,300 sq.yds.	1.75	2,275.00
			$ 93,603.00

Flagging (57½% of Contractors Cost)	All Required	$ 1,500.00
Tack Coat	All Required	100.00
Replace Water Supply	All Required	2,000.00
Seeding and Mulching	All Required	400.00
Slide Removal	All Required	7,500.00
Horizontal Drains	All Required	3,000.00
Lime Fill Vertical Drains	All Required	20,000.00
		$ 34,500.00

Utilities

Work by Pacific N.W. Bell	All Required	$ 900.00
Work by Central Lincoln P.U.D.	All Required	300.00
		$ 1,200.00

Subtotal	$ 129,303.00
10% Engr. & Cont.	12,930.00
Total	$ 142,233.00

Length of Contract - - - - - - - - - - - - - - - - 0.796 mile
Cost of Roadway per Mile - - - - - - - - - - - - $178,684.63

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 635.00	$ 365.00
Pioneer Mtn. Unit	265,315.00	168,342.00	96,973.00
Price Agreement No. 2	171,058.00	108,537.00	62,521.00
State Force Orders	4,400.00	2,792.00	1,608.00
Toledo Slide Correction	142,233.00	90,246.00	51,987.00
	$584,006.00	$370,552.00	$212,971.00
Authorized Fund Status All miscellaneous work not covered by this estimate	$ 60,994.00	$ 38,701.00	$ 22,293.00
	$645,000.00	$409,253.00	$235,747.00

Prefix: 21-1078
21-1071
21-4710 D

State Funds for Const.: Chap. 175, laws 19..7;
Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. ER-168(1)

NEWPORT-CORVALLIS SECTION OF THE

CORVALLIS-NEWPORT HIGHWAY IN LINCOLN AND BENTON COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 4, 1965

Type Code P.E.
Preliminary Engineering
Type Code 6201
Pioneer Mtn. Unit (Sta. 490+00 to Sta. 630+00)(Contract No. 6579)

Special Backfill in Drains	180 cu.yds.	$ 9.00	$ 1,620.00
Moving Costs	All Required		22,000.00
Power Shovel, 2½ cu.yd.	155 hrs.	32.00	4,960.00
Power Shovel, 3/4 cu.yd. with attachments	440 hrs.	24.50	10,780.00
Loader, Front End (Wheel Type) 4 cu.yd.	175 hrs.	35.00	6,125.00
Trucks, Dump, 10 cu.yd.	2,300 hrs.	13.75	31,625.00
Tractor (200 H.P.) and "U" Dozer	2,000 hrs.	26.00	52,000.00
Tractor (150 H.P.) Dozer and Power Winch	800 hrs.	23.00	18,400.00
Tractor (75 H.P.) with Dozer	150 hrs.	15.00	2,250.00
Tractor, 2-Wheel and 2-Wheel Scraper (400 H.P.)	1,100 hrs.	38.00	41,800.00
Blade Grader (23,500 lbs.)	50 hrs.	17.50	875.00
Drill, Track-Mounted	140 hrs.	17.00	2,380.00
Air Compressor (600 cu.ft.) with Attachments	160 hrs.	16.00	2,560.00
Crane, Truck-Mounted, 35-ton	100 hrs.	27.00	2,700.00
Saw, Portable Chain, 36" Bar	170 hrs.	8.50	1,445.00
Explosives	13,500 lbs.	0.75	10,125.00
Laborer	550 hrs.	5.00	2,750.00
3/4" - 0 Material in Base	280 cu.yds.	6.00	1,680.00
Stone Base	1,500 cu.yds.	2.75	4,125.00
Class "B" Asphalt Concrete	500 tons	6.00	3,000.00
Furnish 24-inch Culvert Pipe	770 Lin.ft.	5.95	4,581.50
Furnish 48-inch Culvert Pipe	240 Lin.ft.	13.15	3,156.00
Furnish 6-inch Drain Pipe	145 Lin.ft.	0.85	123.25
Furnish 8-inch Drain Pipe	1,300 Lin.ft.	1.25	1,625.00
A.C. Concrete Curb	660 Lin.ft.	1.25	825.00
Guard Rail	550 Lin.ft.	4.00	2,200.00
Salvaging Guard Rail	300 Lin.ft.	1.25	375.00
Guard Rail-Salvaged Guard Rail	300 Lin.ft.	3.50	1,050.00
Type 2 Fence	130 rods	12.00	1,560.00
			$238,695.75

Seeding and Mulching	All Required		$ 2,500.00
	Subtotal		$241,195.75
	10% Engr. & Cont.		24,119.25
	Total		$265,315.00

Length of Project - - - - - - - - - - - - - - -2.615 miles
Cost of Roadway per Mile- - - - - - - - - - - -$101,458.39

Price Agreement No. 2 Approved on Project No. F-150(11)
(Sta. 1608+00 to Sta. 1632+00)

Clearing and Grubbing	All Required		$ 4,500.00
Drainage Excavation	475 cu.yds.	$ 2.75	1,306.25
General Excavation	18[illegible],000 cu.yds.	0.40	50,400.00
Short Overhaul	2[illegible],000 yd.sta.	0.0075	1,500.00
Long Overhaul	10[illegible] C-yd.Sta.	0.35	35.00
Finish Roadbed and Slopes	0.32 mile	1,200.00	384.00
Rounding Cutbanks	1,100 lin.ft.	0.20	220.00
18 Metal Drain Pipe, Asphalt Coated	330 lin.ft.	4.15	1,369.50
48" Half-Circle Sheet Flume, Asphalt-Coated	135 lin.ft.	12.00	1,620.00
6" Perf. Steel Drain Pipe, Uncoated	374 lin.ft.	2.00	748.00
10" Perf. Metal Dr. Pipe, Unocated	6[illegible] lin.ft.	2.40	1,488.00
12" Perf. Metal Drain Pipe, Unocated	1,06[illegible] lin.ft.	2.85	3,021.00
Special Backfill in Drain	1,43[illegible] cu.yd.	7.00	10,010.00
Filter Blanket	84[illegible] cu.yd.	5.50	4,620.00
Quarry-Run Rock in Place	10,34[illegible] cu.yd.	5.50	56,870.00
Salvage and Reinstall Guard Rail Posts	11[illegible] each	8.00	920.00
Material in Subbase	3,60[illegible] tons	3.37	12,132.00
3/4" - 0 Material in Base	40[illegible] tons	3.95	1,580.00
Sprinkling	7[illegible] M-gal.	3.00	210.00
Asphaltic Concrete Mixture	30[illegible] tons	6.60	1,980.00
Asphalt in Mixture	1[illegible] tons	33.00	594.00
	Subtotal		$ 155,507.75
	10% Engr. & Cont.		15,550.25
	Total		$ 171,058.00

(Approved State Force Orders)

SFO #1 MP 1 Storm Repair Labor, Equipment and Material	All Required	$ 4,000.00
	10% Engr. & Cont.	400.00
	Total	$ 4,400.00

Type Code 3201
Toledo Slide Correction (Sta. 2434+54.73 to Sta. 2497+70)(Sta. 2512+00 to Sta. 2515+70)(Sta. 2532+00 to Sta. 2539+00)

Clearing and Grubbing	All Required		$ 2,500.00
General Excavation, Unclassified	5,600 cu.yds.	$ 1.00	5,600.00
Embankment Foundation Excavation, Unclass.	10,700 cu.yds.	1.00	10,700.00
Rock Embankment in Place	11,400 cu.yds.	3.00	34,200.00
Finishing Roadbed and Slopes	All Required		1,000.00
Trench Excavation	530 cu.yd.	3.00	1,590.00
Special Backfill in Drains	240 cu.yd.	7.00	1,680.00
Watering	110 M-gal.	3.00	330.00
SS-1 Asphalt in Watering	700 gal.	0.50	350.00
Stone Base	3,100 cu.yds.	4.25	13,175.00
3/4" - 0 Material in Base	420 cu.yd.	4.50	1,890.00
Class "B" Asphalt Concrete	830 tons	10.00	8,300.00
Class "D" Asphalt Concrete	150 tons	12.00	1,800.00
12-inch Culvert Pipe	200 lin.ft.	4.00	800.00
18-inch Culvert Pipe	500 lin.ft.	5.50	2,750.00
24-inch Culvert Pipe	4 lin.ft.	10.00	40.00
8-inch Drain Pipe	1,080 lin.ft.	2.75	2,970.00
Concrete Inlets, Type G-1	1 only	150.00	150.00
Concrete Inlets, Type G-2	2 only	160.00	320.00
Extra for A.C. Concrete Approaches	9 only	35.00	315.00
A.C. Concrete Curbs	440 lin.ft.	1.50	660.00
Guide Posts, W-1	26 only	8.00	208.00
Detour Wearing Surface	1,300 sq.yds.	1.75	2,275.00
			$ 93,603.00
Flagging (57½% of Contractors Cost)	All Required		$ 1,500.00
Tack Coat	All Required		100.00
Replace Water Supply	All Required		2,000.00
Seeding and Mulching	All Required		400.00
Slide Removal	All Required		7,500.00
Horizontal Drains	All Required		3,000.00
Lime Fill Vertical Drains	All Required		20,000.00
			$ 34,500.00
	Subtotal		$ 128,103.00
	Engr. & Cont.		12,810.00
	Total		$ 140,913.00

Length of Contract 0.796 Mile
Cost Per Mile $177,022.33

SUMMARY OF BIDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 635.00	365.00
Pioneer Mtn. Unit	265,315.00	168,342.00	96,973.00
Price Agreement No. 2	171,058.00	108,536.00	62,522.00
State Force Orders	4,400.00	2,791.00	1,609.00
Toledo Slide Correction	140,913.00	89,409.00	51,504.00
	$582,686.00	$369,713.00	$212,973.00
Authorized Fund Status			
All miscellaneous work not covered by this estimated	$ 62,314.00	$ 39,540.00	$ 22,774.00
	$645,000.00	$409,253.00	$235,747.00

Prefix: 21-1078
21-1071
21-4710 D

State Funds for Const.: Chap. 175, laws 1917;
Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

RECEIVED
DEC 27 1965
FOR FILING

Form CD-121 (11-63) (Prev. Ed. A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-168(1)

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street
Salem, Oregon

DATE: December 23, 1965

In reply refer to: 08-35.2-D

TO 6745 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-168(1)
Toledo Slide Section
Pacific N.W. Bell Telephone Co. Utility Adjustment

This will confirm our verbal authorization to proceed with the new plan for accomplishing the subject adjustment given on December 13, 1965, originally approved November 16, 1965.

The revised sketch and estimate submitttd with Mr. Litchfield's letter of December 17, 1965 are approved. Reimbursement on an agreed lump sum basis of $1,665.00 is also approved, which excludes the intercompany profit.

Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

REFERRED TO
Litchfield-Young
BY ASST. STATE HWY. ENGR
12-27-65

NOTED
F. B. KLABOE

RECEIVED
DEC 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 22 1965
FILING
ER-168(1)

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 20, 1965

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-168(1)
Newport-Corvallis Sections
Corvallis-Newport Highway

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent work made necessary by flood damage on the subject project. State Force account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's December 9, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs and associated permanent restoration work on 55.98 (intermittent) miles of roadway at a total estimated negotiated contract amount of $19,786.00 and State force account work amount of $21,051.00. Estimated emergency fund participation is to be (at regular pro rata share) or $25,911.00.

A finding regarding nonincidental permanent repairs on the project by State Forces was previously transmitted on May 25, 1965. We concurred in the contract awards for Pioneer Mtn. and Toledo Slide Sections on April 27 and November 9, 1965.

Enclosures

RECEIVED
DEC 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO Wemple.
Young
BY ASST. STATE HWY. ENGR.
12-22-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon State Highway Department

[redacted]-CORVALLIS SECTION OF [redacted]

IN [redacted] AND [redacted]

(Estimate as a basis for modification of project agreement. Based on low bid prices, estimated cost of temporary and permanent repair by State Forces and negotiated equipment rental.)

Salem, Oregon, December 9, 1965

Type Code P.E.
Preliminary Engineering $ 1,000.00
Type Code 6201
Pioneer Mtn. Unit (Sta. 490+00 to Sta. 630+00) (Contract No. 6579)

Special Backfill in Drains	180 cu.yds.	$ 9.00	$ 1,620.00
Moving Costs	All Required		22,000.00
Power Shovel, 2½ cu.yd.	155 hrs.	32.00	4,960.00
Power Shovel, 3/4 cu.yd. with attachments	440 hrs.	24.50	10,780.00
Loader, Front End (Wheel Type) 4 cu.yd.	175 hrs.	35.00	6,125.00
Trucks, Dump, 10 cu.yd.	2,300 hrs.	13.75	31,625.00
Tractor (200 H.P.) and "U" Dozer	2,000 hrs.	26.00	52,000.00
Tractor (150 H.P.) Dozer & Power Winch	600 hrs.	23.00	13,800.00
Tractor (75 H.P.(with Dozer	150 hrs.	15.00	2,250.00
Tractor, 2-wheel and 2-wheel Scraper (400 H.P.)	1,100 hrs.	38.00	41,800.00
Blade Grader (23,500 lbs.)	50 hrs.	17.50	875.00
Drill, Track-Mounted	140 hrs.	17.00	2,380.00
Air Compressor (600 cu.ft.) with Attachments	160 hrs.	16.00	2,560.00
Crane, Truck-Mounted, 35 ton	100 hrs.	27.00	2,700.00
Saw, Portable Chain, 36" Bar	170 hrs.	8.50	1,445.00
Explosives	13,500 lb.	0.75	10,125.00
Laborer	550 hrs.	5.00	2,750.00
3/4" - 0 Material in Base	280 cu.yds.	6.00	1,680.00
Stone Base	1,500 cu.yds.	2.75	4,125.00
Class "B" Asphalt Concrete	500 tons	6.00	3,000.00
Furnish 24-inch Culvert Pipe	770 lin.ft.	5.95	4,581.50
Furnish 48-inch Culvert Pipe	240 lin.ft.	13.15	3,156.00
Furnish 6-inch Drain Pipe	145 lin.ft.	0.85	123.25
Furnish 8-inch Drain Pipe	1,300 lin.ft.	1.25	1,625.00
A.C. Concrete Curb	660 lin.ft.	1.25	825.00
Guard Rail	550 lin.ft.	4.00	2,200.00
Salvaging Guard Rail	300 lin.ft.	1.25	375.00
Guard Rail-Salvaged Guard Rail	300 lin.ft.	3.50	1,050.00
Type 2 Fence	130 rod	12.00	1,560.00
			$233,695.75

Oregon State Highway Department

Seeding and Mulching

Subtotal	$24,[illegible]
Engr. & Cont.	2,[illegible]
Total	$265,345.00

Price Agreement No. 2 approved on Project No. F-150(11)
(Sta. 160+00 to Sta. 1632+00)

Clearing and Grubbing	All Required		$ 4,500.00
Drainage Excavation	475 cu.yd.	$ 2.75	1,306.25
General Excavation	125,000 cu.yd.	0.40	50,[illegible]
Short Overhaul	200,000 yd.sta.	0.0075	1,500.00
Long Overhaul	100 "C" yd.sta.	0.35	35.00
Finish Roadbed and Slopes	0.32 mile	1200.00	384.00
Rounding Cutbanks	1,100 lin.ft.	0.20	220.00
18" Metal Drain Pipe, Asphalt-Coated	330 lin.ft.	4.15	1,369.50
48" Half-Circle Steel Flume, Asphalt-Coated	135 lin.ft.	12.00	1,620.00
6" Perf. Steel Drain Pipe, Uncoated	374 lin.ft.	2.00	748.00
10" Perf. Metal Drain Pipe, Uncoated	620 lin.ft.	2.40	1,488.00
12" Perf. Metal Drain Pipe, Uncoated	1,060 lin.ft.	2.85	3,021.00
Special Backfill in Drain	1,430 cu.yds.	7.00	10,010.00
Filter Blanket	840 cu.yd.	5.50	4,620.00
Quarry-Run Rock in Place	10,340 cu.yds.	5.50	56,870.00
Salvage and Reinstall Guard Rail Posts	115 each	8.00	920.00
Material in Subbase	3,600 tons	3.37	12,132.00
3/4"-0 Material in Base	400 tons	3.95	1,580.00
Sprinkling	70 M-gals.	3.00	210.00
Asphaltic Concrete Mixture	300 tons	6.60	1,980.00
Asphalt in Mixture	18 tons	33.00	594.00
			$155,507.75
	Engr. & Cont.		15,550.25
	Total		$171,058.00

Type Code 6201
Roadway Slide Correction (Sta. 2484+64.73 to Sta. 2497+70)(Sta. 2512+00 to Sta. 2515+70)(Sta. 2523+00 to Sta. 2537+00) (Contract No. 6715)

Clearing and Grubbing	All Required		$ 1,000.00
General Excavation, Unclassified	5,600 cu.yd.	$ 1.00	5,600.00

Embankment Foundation Excavation, Unclassified	13,700 c.y.d.	1.25	[illegible]
Rock Embankment in Place	11,400 c.y.d.	2.00	[illegible]
Finishing Roadbed and Slopes	All Required		[illegible]
Trench Excavation	530 cu.yd.	4.00	2,120.00
Special Backfill in Drains	240 cu.yd.	6.00	1,440.00
Watering	110 M-gal.	3.50	385.00
SS-1 Asphalt in Watering	700 gal.	0.50	350.00
Stone Base	3,100 cu.yd.	5.00	15,500.00
3/4"-0 Material in Base	420 cu.yd.	5.25	2,205.00
Class "B" Asphalt Concrete	830 ton	13.00	10,790.00
Class "D" Asphalt Concrete	150 ton	13.00	1,950.00
12-inch Culvert Pipe	200 lin.ft.	3.25	650.00
18-inch Culvert Pipe	500 lin.ft.	4.58	2,290.00
24-inch Culvert Pipe	4 lin.ft.	10.00	[illegible]
3-inch Drain Pipe	1,080 lin.ft.	2.56	2,7[illegible]
Concrete Inlets, Type C-1	1 only	150.00	[illegible]
Concrete Inlets, Type C-2	2 only	200.00	400.00
Extra for A.C. Concrete Approaches	9 only	35.00	315.00
A.C. Concrete Curbs	440 lin.ft.	1.00	440.00
Guide Posts, M-1	26 only	10.00	260.00
Detour Wearing Surface	1,300 sq.yd.	2.00	2,600.00
			$ 97,544.00

Planting (5[illegible]% of Contractor's Cost)	All Required	$ 1,500.00
Tack Coat	All Required	100.00
Replace Water Supply	All Required	2,000.00
Seeding and Mulching	All Required	400.00
Slide Removal	All Required	7,500.00
Horizontal Drains	All Required	3,000.00
Lime Fill Vertical Drains	All Required	20,000.00
		$ 34,500.00

Utilities

Work by Pacific N.W. Bell	All Required	$ 672.80
		$ 672.80
	Subtotal	$ 132,716.80
	Engr. & Cont.	13,271.20
	Total	$ 145,988.00

Oregon State Highway Department

Item Code Y006
Road Under, Temporary and Permanent (No. C.O. Item No. 6.)

Temporary:

Negotiated Equipment, Labor and Materials	All Required	$ 19,238.56
State Force Equipment, Labor and Materials	All Required	20,501.44
		$ 39,738.00

Permanent

Approved State Force Order #1	All Required	$ 4,000.00
	Subtotal	43,738.00
	Engr. & Cont.	1,500.00
	Total	$ 45,238.00

Length of Roadway - - - - - - - - - - -55.93 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 635.00	$ 365.00
Pioneer Mountain Unit	265,315.00	163,342.00	96,973.00
Price Agreement #2	171,052.00	108,537.00	62,521.00
Toledo Slide Correction	145,983.00	92,629.00	53,359.00
Temporary and Permanent Repair by State Forces	45,238.00	28,703.00	16,535.00
	$623,599.00	$393,846.00	$229,753.00

Prefix: 21-1073, 21-1071, 21-4710 D, 2-4403, 2-4508, 21-4410, 21-4510, 21-1034

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

No Phase 1 Report was submitted on this project. We used bills submitted to us by contractors to arrive at the negotiated equipment, labor and materials and charges on the cost book to arrive at the State Force equipment, labor and materials which is the most accurate information we have at this time. There are no D.M.S. charges included in this estimate.

[illegible]

[illegible]

Work by Pacific Northwest Pull Company

Labor	$ 449.00
Overhead	154.00
Materials	167.00
Salvage	(3.00)
Equipment	74.00
	$ 841.00
80% State Share	$ 672.00

FORM E-122X 50M 2-65

RECEIVED
NOV 28 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

EP-16x (1)
1145

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 22, 1965

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97212

Attention: Mr. J. W. DeYoungs, Jr.

Gentlemen:

RE: Pacific Northwest Bell Telephone Co. Relocation
Toledo Slide Section
Corvallis-Newport Highway
Lincoln County
Project No. BR-168(1) - Contract No. 6745
Your File: RO 74561

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of November 5, 1965, has been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with the work as of November 16, 1965.

NOTED
F. B. KLABOE

Prior to beginning work you are requested to do the following:

1. Please contact Mr. H. C. Johnson, District Maintenance Superintendent, P. O. Box 110, Corvallis 97330, phone 753-5210, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

2. Contact Mr. W. E. Schwartz, Resident Engineer, P. O. Box 37, Newport 97365, phone 265-7391, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed subsequent to November 16, 1965, in the amount of $813.00, will be made in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By
T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
bc F. B. Klaboe
A. W. Parsons
L. H. Young
C. H. Maison
R. D. Asburry
W. E. Schwartz
H. C. Johnson
F. W. Sugnet

RECEIVED
NOV 23 1965

Form CO-31
(11-63)
(Prev. ed. A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

klaba

E 1 E 1

TO 6745

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 16, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-168(1)
Toledo Slide Section
Grading and Paving

As requested in Mr. Young's letter of November 10, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of November 9, 1965 in the award of contract No. 6745 to Morse Bros. Inc., of Lebanon, Oregon, low bidder in the amount of $97,544.80 at the November 2, 1965 bid opening.

REFERRED TO

By Asst. State Hwy. Engr.

11-23-65

RECEIVED
NOV 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 22 1965
FOR FILING

Form CD-121 (11-63) (Prs. by A.O. 20[illegible]10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

EK 11-(1) 674

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 16, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-168(1), Toledo Slide Section
Pacific N.W. Bell Telephone Company Utility Adjustment

Our memorandum dated October 11, 1965 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated October 11, 1965, furnished with the P.S. & E. documents for the physical construction, and the above-mentioned utility's letter dated November 5, 1965, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated November 8, 1965. Reimbursement on an agreed lump sum basis of $813.00 is approved.

The subject utility adjustment was approved as a minor program change in our October 11, 1965 letter.

You are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

REFERRED TO
[signature]
Asst. State Hwy. Engr.
11-22-65

RECEIVED
NOV 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 12 1965
FOR FILING
FR-168(1)
674

November 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of November 9, 1965 is requested in the award of contract for the Toledo Slide Correction Section. Project No. FR-168(1).

The contractor receiving the award is Morse Bros., Inc., of Lebanon in the amount of $97,544.80 with the Contract No. 6745 assigned. This bid was received on November 2, 1965 and awarded November 9, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the state's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By J16

L. H. Young
Office Engineer

DAR:bb

RECEIVED
NOV 12 1965
COMMISSIONERS
FOR FILING
GLENN L. JACKSON, CHAIRMAN
McMINNVILLE
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
ER-168 (1)
671

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Attached are copies of the consolidated progress voucher for Emergency Relief Funds for costs incurred by the State of Oregon Highway Department for the period May 12, 1965, to October 31, 1965.

The costs were incurred under Federal Aid Project No. ER 168(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
C. H. Maison
Controller

CHM:jc

Attachments

cc: L. H. Young
General Files

(MEMORANDUM) Voucher No. 3-Progress

FORM PR 20a (REV)
Form Approved by
Comptroller General, U.S.,
February 11, 1955

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PUBLIC VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED (PPM 30-6)

VOUCHER NO.

BUREAU VOUCHER NO.

BUREAU SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon

STATE	FEDERAL AID PROJECT NO.
Oregon	ER 168(1)
PROGRAM APPROVED: May 12, 1965	CONTRACT NO.

VOUCHER PERIOD: FROM May 12, 1965 TO October 31, 1965

FOR PRO-RATA SHARE OF THE UNITED STATES FOR LABOR AND MATERIALS ACTUALLY PUT INTO THE WORK COMPRISING THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
			$136,538.80	$133,379.80	$3,159.00	
			$136,538.80	$133,379.80	$3,159.00	

PROGRESS - FINAL	Date	By
Field audit made		
Received Division Office		
Forwarded by Division Office		
Received Region Office		
Forwarded by Region Office		
Received W. O.		
Final forwarded to construction		
Fiscal review performed		
Passed for Payment		

Oregon

REASONS HELD:

C. H. Maison
Controller

USCOMM DC 49078 P61

STATEMENT OF LABOR AND MATERIALS

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Total Participating Costs:					
	Prefix 21-4710-D				$ 4,979.50	
	Pro-rata Percent				.6345	
	Sub-total Pro-rata from U.S.				$ 3,159.00	
	Contract Billing:					
	Prefix 21-1078				133,379.80	
	Total Pro-rata from U.S.				$136,538.80	

AMOUNT CARRIED FORWARD

FORM PR-20A

USCOMM DC 49073 P61

RECEIVED
JAN 13 1966
FOR FILING
ER-168(1)
6745

November 9, 1965

Morse Bros., Inc.
East Grant Street
Lebanon, Oregon

Gentlemen:

The State Highway Commission on November 4, 1965, accepted your proposal for grading and paving on the Toledo Slide Correction Section of the Corvallis-Newport Highway in Lincoln County for the sum of $97,544.80 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6745.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

RECEIVED
OCT 20 1965

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 11, 1965

In reply refer to 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-168(1)
Toledo Slide Section
Grading & Paving

Ltr. rec'd. 10-20-65

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project as indicated in Mr. Oakes' October 7, 1965 report, except for the following:

File No. 38184 - Robertson
38286 - Benton-Lincoln Electric
38287 - Ledfores
38288 - Ledfores

It will be necessary that the above parcels be made available for occupancy and contractor's use prior to our concurrence in award.

You are authorized to proceed with contractor flagging estimated at $1,500. Further action will be necessary on the other contingency items included in your estimate. The addition of utility adjustments also included is approved as a minor program change with the understanding the Article 7-26 will be issued by revision letter in accordance with subparagraph 7b of PPM 21-12. Authorization to proceed with these utility adjustments also is being withheld since the plans and estimate therefor have not been furnished; however, these documents must be furnished prior to our concurrence in award. It should be understood that you may be obligated to the contractor, but Public Roads must, of course, consider that you have certified that the status of these matters is such that delays should not result. Appropriate credits should be made in Public Roads participation for the liquidated damages involved in non-approved time extensions.

Mr. Young's October 7, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

limited to those items accepted by our March 9, 1964 memorandum as being in the public interest. Nonconcurrence by other appropriate public recreational or historical resources authorities has not been received. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

You are to be commended for development of your "Reference Index" and its utilization on this project. This consolidated index certainly will reduce our review time and it is conceivable that many other users will note a similar saving in time.

RECEIVED
OCT 11 1965
FOR FILING
ER-168(1)
6745

October 6, 1965

3337
155-K

Mrs. Velva Winter
Route 1, Box 280
Toledo, Oregon

Dear Mrs. Winter:

Please excuse the delay in replying to your September 13 letter about the water supply to your home located adjacent to the Corvallis-Newport Highway just easterly of Toledo. Several specialists were involved and had to be consulted.

Since Assistant State Highway Engineer Tom Edwards' April 6 letter to your attorney, Dan Poling, we have found that a concrete collection box in this water system was constructed by our Department as promised in an old right-of-way negotiation. As this commitment was complied with, we should not be held liable for the effects of subsequent slides.

We do contemplate some slide correction work at this location for which bids are presently scheduled for November 2, 1965, and completion August 31, 1966. Some additional right-of-way will be required from you. If negotiations have not been started with you, they will be in the next few days.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Tom Edwards
Mr. F. D. Morgan
Mr. K. S. Hunter
Mr. D. H. Moehring
Mr. E. J. Benner

GWW:nm srb

FORM E-30 SOM 9-65 SP*6470-784

Morgan
Decker
Bond
Barbee
Walker

RECEIVED
SEP 27 1965
CONSTRUCTION
DIVISION

Poss
Morelock
Trout
Scot
Litchfield
Olson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1965

SUBJECT: Assignments 155-FBK, 256-M & 56-ESH

To: Mr. F. D. Morgan
Construction Engineer

Mr. E. S. Hunter
Maintenance Engineer

The subject assignments concern Mrs. Velva Winter's September 13 letter regarding her water supply on the southerly side of the Corvallis-Newport Highway at Mile Point 8.4. Her attorney, Dan W. Poling's March 19 letter was answered under Assignment 3339-Edw. Copies of the file are attached.

A slide occurred at this location during last winter's floods. It heaved the roadbed. It is proposed under the E.R. Toledo Slide project to be let November 2 to raise the adjoining pavement and cut the hump on a slightly revised alignment and with a rock inlay toed well below the roadway. A detour and additional right of way will be required.

Poling's letter requested restoration of a water line under the roadway. This was denied on the basis it was the property owner's obligation to maintain. Subsequently it was determined when we last acquired right of way at this location we constructed "a concrete box around 2 springs and piped the water to the right of way line" as part of our right of way obligation. See attached option from M. F. and Mae Wagner under File 786. Whether this constitutes a continuing obligation on our part might be questioned.

Presently the northerly collection box is dry. If there was a line under the roadway it may have fed this box at one time. Just to the south across their approach a plastic water line surfaces and near their house it runs a good stream of water with no collection box or pump. Their plastic house line is connected to a water line entering the ground farther south than the others. It has the appearance of a horizontal drain. The adjoining owners, Dykes, have retained rights to this latter spring.

The ground a short distance towards the highway from their home is quite wet and with the aforementioned seepages properly collected and pumped a fair water supply could be developed. They apparently had a fair gravity system prior to the slide.

The proposed rock inlay and its perforated pipe drainage system should dry up these seepages. This will obligate our restoration of a water supply in addition to acquiring right of way.

Our original plan contemplated paving our ditch (to keep out dirty waters) and tapping our perforated drainage system to provide them water from it. Collection boxes and pumps would be required at a total cost of $3,000 according to Milner Mead's attached September 10 report. No assurance could be made of water quantity or quality. This plan will deprive the Winters of any water during most of the construction period. It would also leave a system on the right of way that might be vulnerable to some manner of failure which, even with a complete release of obligation from the Winters, we would hear about.

Mead estimates providing city water to cost $5,000. This could be done before our construction cuts off such waters as they presently have. It also would by proper wording relieve us of future obligations. This is recommended by this office. If approved, the paved ditch, collection boxes and cross-culvert should be removed from the plans, which by this letter is requested. Also, that the specifications hold our contractor out of this unit until the water line is installed.

Right of Way Supervisor E. J. Benner offers another alternative of buying out the Winters and reselling at nearly the same price upon completion of the project and allowing use of our underground drainage system but with no continuing obligation regarding it. This plan resolves the water problem during construction but leaves an undesirable use of our right of way and is, therefore, not recommended by this office. It also requires a delay in negotiations until new descriptions and appraisals can be made.

The Right of Way Department should be advised of final decision and requested to contact Mrs. Winter immediately to commence negotiations.

A rough draft reply is attached. It is recommended it be handled by the Construction Division, since a construction project necessitates the negotiations.

Making prefers acquisition of the entire Winter and Dykes ownerships and not digging our perforated pipe. On this basis please remove the collection boxes, cross culvert, and paved ditch from the plans

Jerry

R. D. Asburry
Division Engineer

By Gerald Wimer

Gerald Wimer
Assistant Division Engineer

GW:am
cc D. H. Moehring
E. J. Benner

(Map attached)

1553

SEP 14 65

REFERRED TO
Klabon
BY DEPUTY STATE HIGHWAY ENGINEER

REFERRED TO
Admin.
BY SECRETARY

September 13, 1965
Toledo, Oregon

NOTED
F. B. KLABON

Oregon State Highway Dept.
State Highway Building
Salem, Oregon

Gentlemen:

I am writing in regard to the "Emergency" road repair job on Highway 20 about 1-1/2 miles East of Toledo. This is the section which slid, due to the high water in January.

At that time, we lost our spring, which was located on the Highway property, and temporarily (we thought) fastened a plastic hose to an open pipe extending under the Highway farther South.

This water supply is not at all satisfactory, and is getting progressively worse. Our pipes are becoming plugged due to lack of pressure, and we have a mere trickle of hot water -- and dirt and rust in the cold water. I see no reason for us to go to the expense of a plumber to clean the pipes, since apparently this situation is going to get worse and worse.

I feel that I have been more than fair about this whole business. I have had to make three different trips over to our house from my place of employment to show your Engineers and right-of-way agents where our property line and springs are located. Besides that, I have talked with some 8 or 10 different State Highway representatives, most of which conversation appears to be a repetition of what I explained to previous Engineers, etc. The only thing they all seem to be in agreement on is that this repair work is scheduled to be done this year, but they are all vague as to the exact date the work is to begin. It seems that they have solved the problem of furnishing us with a decent water supply, and have appraised the property, now I would like to know exactly how much longer we are expected to put up with this situation.

My understanding is that you will purchase a good portion of our back yard for the detour. It has been surveyed and appraised, and still no move has been made on your part to purchase the property. I hope one of your many employees is aware of the fact that the ground under the existing highway is completely water soaked from springs, and if this proposed work isn't completed before it starts to rain, it is going to be an impossible mess for your contractor and a menace to the safety of our house.

We have put off doing any painting or improving on our house while waiting until after this work was done. Therefore, one entire summer

has been wasted. I assumed the term "Emergency" meant just that, but apparently not. I gave away our washer because I have been unable to use it since January because of lack of pressure, and have been inconvenienced by trips to the laundromat, not to mention the expense. We cannot wash the car nor water the lawn -- what's left of it.

I would appreciate hearing from you by return mail as to what your intentions are on this matter. Surely someone out there must have some idea of what is going to be done -- and when.

Yours very truly,

Mrs. Velva Winter

Mrs. Velva Winter

VW:be

cc: Chief Engineer
Dist. Maint. Supt.
Maintenance Engineer

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
SEP 1 7 1965
CONSTRUCTION
DIVISION

Peass
Moralock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 1 [illegible] 1965
OREGON
STATE HIGHWAY COMMISSION

FOR FILING

ER-168(1)

6745

April 6, 1965

3339

Mr. Dan W. Poling
Lovelling and Poling
714 S. W. Hurbert Street
Newport, Oregon 97365

Dear Mr. Poling:

The alleged damage to the water supply line of Mr. and Mrs. Edward L. Winter, referred to in your letter of March 19, has been investigated by one of our field engineers. During this investigation, I understand he tried to contact the owners, but being unable to do so contacted you.

It seems that the water line may have been damaged due to slide action, which has distorted our facility in this area. Temporary repairs have been made to the highway by placing some additional surfacing over the road, which in no way would affect the water line. The permanent repairs will have to be made at a later date, at which time, no doubt some adjustment will have to be made in the water line.

ORS 374.305 states in part: "...No person, firm or corporation may place, build or construct on the right of way of any state highway or county road, any approach road, structure, pipeline, ditch, cable or wire, or any other facility, thing or appurtenances without first obtaining written permission from the State Highway Commission with respect to state highways..." We have searched our files and can find no record of any permission being given for the pipe line in this area. If a permit had been issued, it would definitely state that it would be the property owner's responsibility to remove or adjust and maintain at their own expense should the facility need to be moved or adjusted due to maintenance or reworking of the highway.

We must, therefore, deny any obligation in the restoration of this pipe. We would recommend that you inform

your clients that a permit should be obtained for this pipe. The application for the pipe line may be obtained from our District Maintenance Superintendent, Howard C. Johnson, whose address is P. O. Box 110, Corvallis; telephone number 753-5210.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter
R. D. Asburry

RDA:am jwm

FORM E-30X—60M—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Corvallis, Oregon 97330
April 1, 1965

SUBJECT: Assign. No. 3339 - EDW
Dan Poling Attorney
E. L. Winter Complaint
Water line - Mile Point 8.4
Highway 20

To:

R. D. Asburry
Division Engineer

Refer to the above subject. The Winters apparently live adjacent (southerly) to Hwy 20, approximately 1500' east of Ollalie Creek Bridge, and about a mile east of Toledo. During the January storm the bank northerly of the highway moved and the pavement buckled badly at this location. The slide has not been repaired to date. We have ramped the pavement over the slide breaks and buckled areas and planned to leave the area this way until a contract correction can be made.

A woman (presumably Mrs. Winter) called Pat Schwartz some time ago to advise of their water line under the highway in this slide area. She said it was in a highway culvert. Pat thanked her for calling and advised her that he was glad to know of the water line and that if the line was there legally by permit that it would be protected during the slide correction project.

Dan Poling, the Attorney, was contacted on this matter and advised that we had done nothing in the area to tear up the line, we could not locate the line in the field where it crossed the highway, we could find no record of a pipe line permit for such a crossing, and that we did not ordinarily repair, replace, or in any other way maintain private water lines unless they were destroyed by our equipment or men. He was further advised that only temporary pavement patching had been done and that the slide repairs would be made at a later date. Mr. Poling asked that he be given a letter to this effect and he would so advise his client. The Winters were not available for contact.

Howard C. Johnson
District Maintenance Superintendent

HCJ:sc

JAMES H. LEWELLING
DAN W. POLING

LEWELLING & POLING
LAWYERS
714 S.W. HURBERT STREET
NEWPORT, OREGON 97365

TELEPHONE
265-2217

March 19, 1965

REFERRED TO
Admin
BY SECRETARY

REFERRED TO
EDWARDS
BY DEPUTY STATE HIGHWAY ENGINEER

Oregon State Highway Commission
Public Service Building
Salem, Oregon

Gentlemen:

This office represents Mr. and Mrs. Edward L. Winter of Route 1, Box 280, Toledo, Oregon, whose water supply from a spring was cut off during the repair of a portion of Highway 20 by the State Highway Department following an extensive slide which occurred during the December storms.

Although Mr. and Mrs. Winter were advised by the employees of the Highway Department that the water pipe under the road would be protected, it was destroyed and thereafter again the Department advised the Winters that the Department would replace the pipe. To date this has not been done.

Would you please give this matter your attention so that the Winters can again use the water from their spring.

Thanks kindly.

Yours very truly,

LEWELLING & POLING

Dan W. Poling

DWP/bp

Asbury
Investigate
take corrective
action if
problem
exists

RECEIVED
MAR 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-2(33)26 Bridal Veil, Cascade 1965
I-80N-3(48)79 Locks & The Dalles
#6746 Secs, Col. R. Hwy.

RECEIVED
DEC 27 1967
FOR FILING

I-81N-2(33)26

6746

December 26, 1967

Bauer and Bauer
Attorneys at Law
612 Portland Building
Portland 4, Oregon

Attention: Mr. Henry L. Bauer

Contract 6746

Gentlemen:

In your letter of December 21, you requested information concerning contracts held by Oosterwyk Nursery with the Oregon State Highway Department.

Oosterwyk Nurseries, Inc., have been awarded contracts as shown on the attached sheet.

On this list, you will note Contracts 6819 and 6828, although completed, have not yet been accepted by the Highway Commission. On these two contracts, we are retaining approximately $16,000 pending acceptance. This retained amount is the amount left after deduction of liquidated damages.

Attached are copies of the performance bonds which have been furnished with these contracts.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fm

BAUER & BAUER
ATTORNEYS AT LAW
612 PORTLAND BUILDING
425 S.W. WASHINGTON STREET
PORTLAND 4, OREGON

HENRY BAUER
HENRY L. BAUER
RON R. FUNDINGSLAND

TELEPHONE
223-6113

December 21, 1967

State Highway Commission
Salem,
Oregon

RE: Oosterwyck Nursery

Gentlemen:

Rich Northwest Nurseries, Inc. delivered a substantial amount of nursery stock to Oosterwyck Nursery to be used upon State Highway projects this past summer. $2,000.00 of this account remains unpaid. My last report from the attorney for Oosterwyck Nursery was that there was substantial moneys remaining to be paid on this contract. Can you advise me if there is in fact money remaining to be paid to Oosterwyck Nursery on account of its work during this past year for the State Highway Commission?

Also, if the Oosterwyck jobs have been accepted and paid, will you please let me know the date of acceptance and send me a copy of the bond or bonds covering their work.

Yours very truly,

Henry L. Bauer

Cc

HLB:gz

Chesterwyk Nurseries Inc. 12/22/67

#6730 Completed 9-1-66
Accepted: 2-1-67
Final pd. after 3-15-67

#6735 Completed: 9-1-66
Accepted: 12-5-66
Final pd. after 5-3-67

#6746 Completed 5-11-67
Accepted .. 4-4-67
Final pd. after 4-13-67

#6819 Completed 5-12-67
Not accepted

#6828 Completed 9-29-67
Not accepted

#6840 Completed 10-1-66
Accepted 6-16-67
Final pd. after 6-21-67
Retainage pd. after 9-1-67

RECEIVED
AUG 3 1967
FOR FILING
I 8(N-2(33)20
6746

A

August 3, 1967

The Aetna Casualty & Surety Company
1201 S. W. 12th
Portland, Oregon

Attention: Mr. W. W. Laughlin

Gentlemen:

In response to your telephone request earlier this week, we have assembled some information concerning contracts held by Oosterwyk Nurseries, Inc.

Attached is a tabulation showing amounts that we have retained on six contracts awarded to Oosterwyk Nurseries.

Also attached are photocopies of claims which have been filed with us against the contracts. The items which have been crossed out in this record of claims indicates that we have been advised that the claims have been paid.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

Encs.

Attachments

OOSTERWYK NURSERIES, INC.

Contract No.	Amount Retained as of Aug. 1, 1967
6730 – Cabin Creek Safety Rest Area	None
6735 – Gettings Creek Safety Rest Area	None
6746 – Bridal Veil-Cascade Locks-The Dalles	None
6819 – Cornelius Pass Road-Barnes Road Section	$7,232.93
6828 – Corvallis Section	$9,097.42
6840 – Santiam Safety Rest Area	None

STATE

Monthly transaction number 7-20	FD (RE) R-2A (9-63) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Multnomah & Hood River
Modification number 1		Project number I-80N-2(33)26

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 11, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,944.00	$ 12,726.47
Federal funds	$ 9,100.00	$ 10,889.82
Other revisions		

This modification is made for the following reasons:

Final Voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20 day of July, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By F B Klaboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L.R. Backlund
(Division Engineer)
L. R. Backlund, Administrative Mgr.

US COMM-DC 26804-P66

RECEIVED
DEC 3 1965

STATE COPY

Form Approved; Budget Bureau No. 45-R2089

MONTHLY TRANSACTION NO.
FOR FILING

PROJECT REPORT NO.
5
I-80N-2(33)26

FORM FB-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

12-14-65

STATE Oregon

COUNTY Multnomah & Hood River

PROJECT NO. I-80N-2(33)26

6746

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Bridal Veil and Cascade Locks Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-11-65	0.00
OTHER (Specify)		

FUNDS

FAU 2818(2) 25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 9,9[illegible].00	$ 9,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
A. M. Parsons
(Division Engineer)
By _____
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer DEC 14 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8908-P64

Oregon State Highway Department

Federal Aid
Project No. I-80E-2(33)26

BRIDAL VEIL AND CASCADE LOCKS SCREEN

PLANTING ON THE COLUMBIA RIVER HIGHWAY

IN MULTNOMAH AND HOOD RIVER COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 1, 1965

Type Code Y023
Screen Planting (Sta. 1047+00 to Sta. 1058+00)(Sta. 1923+00 to Sta. 1940+00)
(Contract No. 6746)

Furnishing and Placing Topsoil	280 cu.yds.	$ 5.00	$1,400.00
6' Chain Link Fence	1,000 lin.ft.	5.00	5,000.00
Furnishing and Planting Trees	100 only	10.00	1,000.00
Furnishing and Planting Broadleaf Evergreen Shrubs	190 only	5.00	950.00
Furnishing and Planting Vines	1,050 only	0.20	210.00
Trenching for Vine Planting	90 cu.yds.	3.00	270.00
Inorganic Fertilizer, 10-16-8	2 cwt.	10.00	20.00
Organic Fertilizer, 5-3-2	3 cwt.	10.00	30.00
Manure Fertilizer	7 cu.yds.	5.00	35.00
Bark Mulch	5 units	25.00	125.00
	Subtotal		$9,040.00
	10% Engr. & Cont.		904.00
	Total		$9,944.00

Length of Project - - - - - - - 0.00 Mile

Federal Funds -	$9,100.00
State Funds -	844.00
Total	$9,944.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

G-1-72%

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(33)26

BRIDAL VEIL AND CASCADE LOCKS SCREEN

PLANTING ON THE COLUMBIA RIVER HIGHWAY

IN MULTNOMAH AND HOOD RIVER COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 27, 1965

Type Code Y-23
Screen Planting (Sta. 1047+00 to Sta. 1058+00)(Sta. 1923+00 to Sta. 194+00)

Furnishing and Placing Topsoil	280 cu.yds.	3.50	$ 980.00
6' Chain Link Fence	1,000 lin.ft.	3.00	3,000.00
Furnishing and Planting Trees	100 only	10.00	1,000.00
Furnishing and Planting Broadleaf Evergreen Shrubs	190 only	3.00	570.00
Furnishing and Planting Vines	1,050 only	1.60	1,680.00
Treanching for vine planting	90 cu.yds.	8.00	720.00
Inorganic Fertilizer, 10-16-8	2 cwt.	6.00	12.00
Organic Fertilizer, 5-3-2	3 cwt.	6.00	18.00
Manure Fertilizer	7 cu.yds.	8.00	56.00
Bark Mulch	5 unit	25.00	125.00
	Subtotal		$ 8,161.00
	10% Engr. & Cont.		816.00
	Total		$ 8,977.00

Length of Project ———————— 0.00 miles

Federal Funds	$ 8,200.00
State Funds	777.00
Total	$ 8,977.00

RECEIVED
APR 7 - 1967
FOR FLOYD

I-205-2(33)26

6746

April 6, 1967

The Aetna Casualty and Surety Company
Bond Department
400 Century Tower
Portland, Oregon 97205

Gentlemen:

Contract No. 6746 awarded to Oosterwyk Nurseries, Inc., for screen planting on the Bridal Veil-Cascade Locks-The Dalles Section of the Columbia River Highway in Multnomah, Hood River, and Wasco Counties was completed on May 11, 1966, and accepted by the Highway Commission on April 4, 1967.

Final payment in the amount of $1,000.26 will be released to the contractor after April 13, 1967. The total contract amount is $13,910.11 including $169.76 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Oosterwyk Nurseries, Inc.
12420 Juanita Drive, N.E.
Kirkland, Washington

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
APR 6 - 1967
FOR FILING

I-80N-2(33)26
6746

April 4, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed May 11, 1966, on Contract No. 6746. The contract was with Costerwyk Nurseries, Inc. and was for screen planting on the Bridal Veil-Cascade Locks-The Dalles Section of the Columbia River Highway in Multnomah, Hood River, and Wasco Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 4, 1967, and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Matson
L. H. Young
L. W. Rulien
J. F. Putnam

srb jw

[FOREIMPT
MAR 1 1967
FOR FILES
[illegible]-2(32)21
6746

SP 23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 20, 1967

To: MEMO TO THE FILES

SUBJECT: Bridal Veil-Cascade Locks
The Dalles
Screen Planting Project
Columbia River Highway
Contract No. 6746

BPR has not yet given their acceptance of the subject project. They have expressed concern about the poor maintenance during the plant establishment period and the resulting high loss of plants. The following chronology may help explain the circumstances:

May 11 -- Planting completed. Contractor's representative stated that a man from The Dalles had been employed to water the trees in that area and a water tank and men from other jobs would water and maintain the other areas.

July 25 -- Resident Engineer inspected planting areas.

July 26 -- Resident Engineer telephoned Mr. Oosterwyk requesting maintenance and watering and was promised that a crew would be available August 1 and a joint inspection would be made August 2.

August 1 -- Contractor called and said the crew would not be available until August 4 and cancelled joint inspection date.

August 4, 5, and 6 -- Payroll records show 2 and 3 men working these dates.

August 15 -- Resident Engineer called the contractor and advised that plants were suffering from lack of water. Contractor agreed to send a crew and tank within a few days. We cannot confirm that this was done.

December 8 -- In a conversation with the Resident Engineer, the contractor claimed that a man at The Dalles had watered the job several times but had submitted no time slips and he said further that the man had moved to an unknown address. Since he could not pay him, he could not send payrolls. Contractor also claimed that he personally watered the project at least 5 or 6 times on Saturdays and Sundays.

NOTED
F. B. KLAROE

January, 1967 -- Replacement planting made.

The provisions of Section 752-3.13, Establishment of Planting, have been discussed with Division Engineer Rulien. Among other things, this specification states that failure on the part of the contractor to perform corrective work and plant establishment work "will constitute justification for the State to take such corrective steps as the Engineer may consider necessary and to deduct the cost thereof from the contractor's earnings."

The sequence of events above show that it was extremely difficult to bring the contractor's shortcomings clearly into focus. It is very questionable whether the plants could have been saved by the State taking over maintenance in mid-August. Such action would likely only have opened a new area of controversy. Take-over by the State under this specification would have to be considered very carefully because it would be accompanied by certain responsibilities.

Several months ago, because of a pattern of poor performance and repeated difficulty with this contractor on project in three divisions, we recommended that Oosterwyk Nurseries' pre-qualification amount be reduced drastically. This recommendation was accepted by our administration and is in effect.

On the subject project, we believe that diligent attempts were made to obtain contractual compliance. It is likely that a better project was obtained by the complete replacement of plants at the end of the establishment period than would have been obtained by the State taking over the responsibility for the maintenance at the comparatively late stage that it became apparent the contractor was not properly maintaining them.

John A. Bond
Staff Assistant

JAB:sg

cc: ~~E.B. Klaboe~~
L. H. Young
L.W. Rulien
Mark Astrup

FORM B-123X 50M 7-66

RECEIVED
MAR 13 1967
STATE HIGHWAY ENGR.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 10, 1967

6746

Mr. G. Robert Brain
Attorney-at-Law
902 Norton Building
Seattle, Washington 98104

Dear Mr. Brain:

Confirming our telephone conversation of yesterday, we will plan to have a meeting with you at Room 212 State Highway Building in Salem (Construction Division Office) at 1:30 p.m. Friday, March 17.

This meeting is at your request for the purpose of discussing matters related to the Oosterwyk Nurseries, Inc. contracts.

Very truly yours,

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:sg

cc: F.B. Klaboe
L.H. Young
~~Floyd Query~~
M.H. Astrup
G.W. Wimer

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MAR 10 1967
FOR FILING

LAW OFFICES
MERGES, BRAIN & HILYER

EDWARDS E. MERGES
G. ROBERT BRAIN
GALE P. HILYER, JR.

902 NORTON BUILDING
SEATTLE, WASHINGTON 98104
MAIN 2-1244

March 6, 1967

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan
Ware
Akesbeck
Pratt
Scott
Wells
Litchfield
Olsen

RECEIVED
MAR 1967
CONSTRUCTION
DIVISION

State Highway Department
State of Oregon
Salem, Oregon 97310

Attention: Mr. Bond, Staff Assistant

Re: Oosterwyk Nurseries

Gentlemen:

The situation regarding Oosterwyk Nurseries and the State of Oregon and the jobs that we have handled for them is beginning to become rather out of control. We had sub-contractors who are rightfully demanding the payment of the amounts we owe them. These cannot be paid because the State of Oregon is not making payments on these jobs and the reason the State is notmaking payments on these jobs are small matters that we have written back and forth about for the last month and a half.

If you will recall from my correspondence, I wanted to have conferences in Oregon and get these things cleared up. It is beginning to reach a point where suits are starting against the bonding company which have to be defended, the expenses of which are mounting up, and we are still in the position where nothing, absolutely nothing, is getting cleared up.

I again request that we set up necessary conferences on the jobs and get these matters over with. We must close them sometime. Some of them are over nine months since the work was completed and we still haven't received any money from the State.

I know that the Bureau of Public Roads has been probably stalling the State of Oregon because of the lack of funds available for highway projects and the State of Oregon has had to do the same thing on its contracts, but the situation

has becc completely out of hand. We are not in a positi on to begin legal action against the State of Oregon. The time involved in itself would not justify the fact, together with theexpense, because I truly believe the problems are ones which could be cleared with a few minutes work between the parties.

Would you please review my correspondence and see if we can arrange to get some of these matters cleared up immediately.

Very truly yours,

G. ROBERT BRAIN

GRB:sm

RECEIVED
MAR 7 1967
OREGON
STATE PUBLIC UTILITIES COMMISSION

RECEIVED
MAR 3 - 1947
FOR FILING

W-11-2(cc)
6-1411

[illegible]

[illegible]

[illegible]

Gentlemen:

[illegible] up to date photostatic copy, [illegible] copy of [illegible] and [illegible] [illegible] Engineering, Inc. These are the [illegible] which have been [illegible] up to March 7, 1947.

I have also prepared a summary sheet showing the status of contracts entered into, to-date, as to completion, acceptance, retainage, etc. A copy of this summary is attached.

If you have further questions concerning these contracts, please do not hesitate to call us.

Very truly yours,

Floyd [illegible], Secretary
[illegible] ATOMIC ENERGY COMMISSION

[illegible]

Enclosures:

cc Mr. F. D. Morgan
Attn: Mr. John Dorf
Mr. A. O. Tobey
Mr. L. H. Young
Attn: Mr. Vince Gallagher
Mr. F. B. Klabbe

Status of Contracts Awarded to Oosterwyk Nurseries, Inc.
Bonded by Aetna Casualty & Surety Co.

March 7, 1967

Contract No.		
6730	Cabin Creek Rest Area - Completed 9-1-66 - Accepted 3-6-67 Final Voucher sent to Contractor 3-2-67 for.....	$4,662.81
6735	Gettings Creek Rest Area - Completed 9-1-66 - Accepted 12-8-66 Final Voucher sent to Contractor 12-6-66 for.....	$1,071.83
6746	Screen planting Columbia River Highway - Completed 5-11-66 - Not yet accepted pending Bureau of Public Roads acceptance Final Voucher sent to Contractor on 1-12-67 for.....	$1,000.26
6819	Cornelius Pass-Barnes Road, 3.5% Complete Amount retained as of 3-7-67.....	$ 398.90
6828	Corvallis section, 75% Complete Amount retained as of 3-7-67.....	$7,845.29
6840	Santiam Rest Area, Completed 12-31-66 - Not yet accepted. Contractor has not signed six items including Price agreement #11, Certif. of materials, and letter certifying payrolls. Amount retained as of 3-7-67.....	$14,980.29

CLAIMS FILED WITH HIGHWAY DEPARTMENT AGAINST OOSTERWYK NURSERIES, INC., UNPAID AS FAR AS WE KNOW. 3-7-67

CONTRACT 6730
Cabin Creek Rest Area

5-24-66	Cecil Saxon, Jr.		$3,640.00
6-3-66	Cecil Saxon, Jr. (also involves Contract 6735)		1,203.00
7-21-66	Casey Jones Well Drilling Co.		3,602.43
10-14-66	John D. Patton		821.98
9-19-66	Nelson Electric Shop (also involves Contract 6735)		1,806.10
10-13-66	Nelson Electric Shop (also involves Contract 6735)		1,805.10
12-14-66	Cecil Saxon, Jr. - Payment Received (also involves Contract 6735)	$4,069.80	

CONTRACT 6735
Gettings Creek Safety Rest Area

5-24-66	Cecil Saxon, Jr.		3,640.00
6-3-66	Cecil Saxon, Jr. (involves Contract 6730)		1,203.00
6-21-66	Bob's Decorator Center		198.11
7-8-66	Bob's Decorator Center - Payment Received	189.71	
9-19-66	Nelson Electric Shop (involves Contract 6730)		1,806.10
10-13-66	Nelson Electric Shop (involves Contract 6730)		1,805.10
12-14-66	Cecil Saxon, Jr. - Payment Received (involves Contract 6730)	4,069.80	

CONTRACT 6828
Corvallis Roadside Improvement

11-25-66	M.O. Salmon	$ 13,086.00

CONTRACT 6840
Santiam Safety Rest Area

10-1-66	Wilbert J. Collette Painters Company	1,450.00
11-9-66	Salem Black Top Paving Co., Inc.	29,098.62
11-25-66	M.O. Salmon	2,836.24
11-25-66	Albany Rock Products	11,104.86
12-16-66	Floyd Grahm Constr. Co.	8,251.63
1-5-67	Frank Niemeyer	484.87
1-6-67	Roy Peterson Plumbing & Heating Company	2,799.85
1-25-67	Albany Concrete Products, Inc.	5,246.95

FORM E-123X BOM 7-66

RECEIVED
FEB 20 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

JAY Y-2(33)26

6746

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 17, 1967

Mr. G. Robert Brain
Attorney at Law
902 Norton Building
Seattle, Washington 98104

Re: Bridal Veil-Cascade Locks
The Dalles Screen Planting Project
Contract No. 6746

Dear Mr. Brain:

I have considered your February 14 letter and have again reviewed our project file, with particular reference to the time extension request and Price Agreement No. 2. I find that Assistant Division Engineer Keasey made a rather complete resume of these matters and explained our position in a December 2, 1966 letter to Mr. Oosterwyk. A copy of this letter is attached.

First, with regard to the time extension request, we concurred fully in the field recommendation against granting any extension. The contractor's long delay in starting work on this project weighed heavily in our decision. The contract was mailed to the contractor November 16, 1965. Work did not start until March 14, 1966, or when 71% of the available time had elapsed. We believe an earlier start would have overcome the problems you cite as reasons for extension.

With respect to Price Agreement No. 2, the next to last paragraph of Mr. Keasey's letter accurately describes the circumstances. To this, I would add that our specifications require a contractor to have a competent representative on the project. In this case, I am quite sure that a higher price for the topsoil would not have been approved anyway. Our Cost Analyst would have been unable to justify a price higher than the bid price under the circumstances that applied to this work.

If after further consideration you still wish to have a conference to discuss these matters, I will try to arrange it; but to be productive, you would have to present more pertinent and convincing facts than we have received to date.

Very truly yours,

F.D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

JAB:sg

cc: F.B. Klaboe
L.W. Rulien
M.H. Astrup

NOTED
F. B. KLABOE

Enc.

RECEIVED
FEB 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

I-[illegible]

1746

January 8, 1947

Mr. G. Albert [illegible]
[illegible], Smith & Hilyer
928 Bryan Building
Dallas, Texas 75201

Dear Mr. Irwin:

Reference is made to your letter of January 29 concerning several projects under contract to the [illegible] Construction, Inc.

I understand that Mr. John Bond of our Department has contacted you and has explained the difficulties encountered with each of the contracts. I trust that the information he has provided you with will serve your purposes for now.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. L. Weaver
Assistant State Highway Engineer

F.L.W:s:o

cc: Forrest Cooper
R. L. Porter
Victor L. Wolfe - 4777
F. D. Morgan (Att: John Bond)

FORM E-30X—50M—7-66 SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 6, 1967

To: MEMO TO THE FILES

SUBJECT: Oosterwyck Nurseries Contracts

At Mr. Klaboe's request, the contents of Mr. G. Robert Brain's January 25 letter to Mr. Cooper were discussed with Mr. Brain by telephone February 1. The current status of the records and payments on six projects were discussed as follows:

Contract No. 6736: Cabin Creek Rest Area (Bridge Division)

I advised Mr. Brain that the contractor's PR-47 form was just received January 30. I had previously learned that the Resident Engineer was holding the semifinal data, waiting for the return of some late price agreements which had been submitted to the contractor for the second time after the first ones were apparently lost. Mr. Brain advised that all but one of these had just been returned to the Resident, and he had written to him about one that was still in question. The division office has requested the Resident to submit the field data promptly for checking without any further delay.

Contract No. 6735: Gettings Creek Rest Area

I advised that the final voucher was mailed to the contractor December 6, 1966 and has not been returned. Mr. Brain seemed completely surprised by this, and said he would look for it immediately.

Contract No. 6746: Bridal Veil-Cascade Locks-The Dalles

The final voucher was mailed to the contractor January 12, 1967 and has not been returned. Mr. Brain was also going to look for this one. (Office Engineering is also waiting for Bureau of Public Roads acceptance, which was requested January 10. Actual final payment cannot be made until this is received.)

Contract No. 6840: Santiam Rest Area

This project was just completed December 31. Field data has not yet been submitted, but Mr. Brain seemed to understand that some additional time for this is still justified. His main concern on this project was the liquidated damages in the amount of $2,300 for late completion. I advised Mr. Brain that we had the time request in the office and had just started working on it, but that it would appear that we would recommend some time extension. I explained that this would have to go to the Bureau of Public Roads for their approval. The PR-47 has not yet been submitted on this project either.

In addition to the above completed projects, the two current ones on which this firm is contracted were also discussed:

Contract No. 6819: Cornelius Pass-Barnes Road

Mr. Brain's main concern was whether liquidated damages for time would continue to be deducted during the current ordered stop work period. I advised that they would not be after January 6, the effective date of the stop work order, until Resume Work is ordered.

Contract No. 6828: Corvallis Section

The two items of concern were the liquidated damages and the shrub container problem. Damages are still continuing to accrue because the contractor has not removed the containers from the shrubs which were planted. Mr. Brain had just recently written a 4-page letter on this subject, which is being forwarded to Mr. Astrup for further advice as to our position in this argument. Mr. Brain indicated that the contractor would be agreeable to removing the containers, under protest, as soon as the slopes and planting areas were dry enough to do this; but as he states in the above-mentioned letter, they believe the plants are already getting established and that more harm than good would be done now in lifting the plants to remove the containers. This is basically a horticultural practice problem for which we must rely on Mr. Astrup for expert advice.

At this point, Mr. Brain agreed that the conference he suggested would be premature at this time and would serve no purpose as far as several of the projects are concerned.

John A. Bond
Staff Assistant

JAB:sg
cc: F.B. Klaboe

LAW OFFICES
MERGES, BRAIN & HILYER

EDWARDS E. MERGES
G. ROBERT BRAIN
GALE P. HILYER, JR.

902 NORTON BUILDING
SEATTLE, WASHINGTON 98104
MAIN 2-1244

January 25, 1967

State of Oregon
Department of Highways
Salem, Oregon 97310

Attention: Mr. Forrest Cooper
Director of Highways

Gentlemen:

At the present time, Oosterwyk Nurseries, Inc. has completed four projects with tne Oregon State Highway Department and two more are in the process of being completed as weather conditions permit.

As to the projects that have been completed, these have been finalized as far as the work is concerned from one to six months ago, but final settlement between the contractor and the State of Oregon has not been completed.

At the present time, the contractor has tied up a considerable amount of working capital in these projects which is causing extreme hardship to the contractor and has caused him to lose a considerable amount of money in interest.

In addition to this, some of the creditors and subcontractors are in the same position of being caused extreme hardship due to the fact the monies are not available to make payment to them.

In many instances, it is impossible for us to pay any subcontractors until the final estimate is arrived at because under the contracts as I interpret them, if we pay the amounts submitted by the subcontractor and the State of Oregon accepts a lesser amount, it leaves us without a remedy to recover the monies paid.

We feel that it is becoming necessary on our behalf and on behalf of subcontractors that the problem of closing these

be dispensed with as soon as possible.

We would like to suggest a system we have used in the State of Washington and which we feel would satisfactorily work and that is a meeting be set at the Oregon State Highway Department in Salem, Oregon at a mutually satisfactory time. At that meeting should be the necessary representatives of the projects now finished or under construction and we submit that included in that list should be the following persons:

Mr. Howard Harris, Resident Engineer, Cabin Creek Project

Mr. Harley Mayfield, Resident Engineer, Gettings Creek

Mr. George Wirrick, Resident Engineer, Santiam Project

Mr. L. L. MacIntyre, Resident Engineer, Corvallis Project

Mr. Roy Pyle, Resident Engineer, The Dallas & Cornelles Pass Project

and such other members of your Department as are necessary to make a final determination.

We suggest that all problems involved in all of these projects be thoroughly discussed and disposed of.

Would you please call my office and arrange a date satisfactory to all concerned. Oosterwyk Nurseries will bring with them all information and all data that could possibly help in furthering this matter.

I think you see that this is an urgent matter. We feel extremely responsible to our subcontractors who are suffering an investment of working capital in these projects which they should not be required to continue to invest.

Hoping to hear from you as soon as possible.

Very truly yours,

G. ROBERT BRAIN

GRB:sm

RECEIVED
APR 1 - 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-2(33)26
I-80N-3(48)79
6746

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 10, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the replacement planting was completed on January 3, 1967, on Contract No. 6746, Bridal Veil-Cascade Locks-The Dalles Section, in Multnomah, Hood River and Wasco Counties, in connection with Federal-Aid Project Nos. I-80N-2(33)26 and I-80N-3(48)79.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

NOTED
F. B. KLABOE

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Young 3-31-67

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 3-29-67

Conditions noted on above date:

None

WNB:

RECEIVED
MAR 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

to: Forrest Cooper
Vince Gallagher

By: G. R. Brooks

G. R. Brooks
District Engineer

ALTNA CASUALTY & SURETY CO.
P. O. BOX 3175
EUGENE, OREGON

I-XON-2(-1)

6141

October 26, 1966

[illegible]

Copyright Insertion, Inc.
File: L-42 SS 07167 .S

[illegible]

[illegible] your materials which have come to our attention, by way [illegible] the letter from the Oregon State Highway Commission as [illegible] date of October 21, 1966. We are calling this [illegible] of Copyright Insertion, and hope that the matter may [illegible] up in the near future.

Very truly yours,

P. D. Delata, M/S

[illegible]

[illegible]
[illegible] Oregon State Highway Commission
Salem
Portland

[illegible]
[illegible]
DUERY

[illegible]

RECEIVED
OCT 4 - 1966
FOR FILING

I-5(4)-2(33)26
6746

3c
8-25-66

August 26, 1966

Oosterwyk Nurseries, Inc.
12420 Juanita Drive, N.E.
Kirkland, Washington

#1

Gentlemen:

The State Highway Commission at its meeting on August 25 considered your request for an extension of time on Contract No. 6746 for screen planting on the Bridal Veil-Cascade Locks-The Dalles Section of the Columbia River Highway in Multnomah, Hood River, and Wasco Counties.

After considering the recommendation of the Engineer and other available information, the Commission denied your request for an extension of the completion date to May 10, 1966.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc L. W. Rullen
Roy Pyle
F. D. Morgan
L. H. Young
C. H. Maleen
Bureau of Public Roads

RECEIVED
JUL 21 1966
FOR FILING

I-XCN-2(33)26
6746

July 20, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 1
August 25, 1966 meeting

Gentlemen:

Century Nurseries, Inc. contractor on the Bridal Veil-Cascade Locks-The Dalles screen planting project, Contract No. 6746, on the Columbia River Highway requests an extension of the specified completion date from April 30 to May 10, 1966. The contractor's request is based on delays caused by a railroad strike, stepped-up military orders on fencing materials, problems in excavating holes in solid rock, and additional topsoil requested by the engineer.

This is no evidence that a railroad strike and military orders caused any delay in delivery of fencing materials. We have no knowledge of a railroad strike and other contracts in this general area did not suffer any delays. Nondelivery of materials is not a justifiable reason for an extension of time. The first fencing materials submitted by the contractor for testing were found unsuitable and new materials had to be ordered and tested. The problems which the contractor states he encountered in excavating the solidrock are not entirely factual. A few of the plantings were restaked where rock outcroppings were visible. A rock embankment in Cascade Locks was evident prior to the advertisement of this project. Further, all excavation was completed prior to the specified completion date. There was an overrun in topsoil required, which was covered by a price agreement, but all of the topsoil had been placed prior to specified completion date. This increased quantity did not delay the contractor. The contractor did not

start work on this project until more than four months after award. There were 129 workdays available from the date of award. The contractor actually worked only 27 workdays. It appears that the contractor could have completed this project within the specified time had he commenced work earlier and prosecuted the project at a reasonable rate.

I recommend that the contractor's request be denied. The contract was completed May 11, 1966, and $330 in liquidated damages have accrued.

This matter will be on the agenda for your consideration at the August 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Rulien

DES:rw bg

FORM E-20 80M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1966

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Bridal Veil-Cascade Locks-The Dalles
Columbia River Highway
Contract No. 6746

Attached is a request from Oosterwyk Nurseries, Inc., Contractor on the subject contract for an extension of the specified completion date for "10 more days". This would extend the completion date from the specified date of April 30 to May 10, 1966. The contractor's request is based on "(1) Delays caused by the railroad strike and stepped up military orders! on fencing materials. (2) Unforeseen problems of digging holes in a solid rock area. (3) Delays because extra top soil was requested by Engineer. After expiration date of contract additional top soil had to be placed, therefore we feel that an extension of time should be granted."

There is no evidence that a railroad strike (of which we have no knowledge) and military orders caused any delay in delivery of fencing materials. Other contracts in this general area did not suffer any delays in receiving metal supplies. Non-delivery or non-availability of materials is not a justifiable reason for an extension of time. This contractor submitted fencing materials for testing April 9 and April 14 and the fabric was found to be unsuitable on April 25. New materials were submitted on May 3, approved May 4 and all fencing completed on May 5, 1966. The contractor's allegation that holes required to be excavated in solid rock were unforeseen is not entirely factual. A few trees were staked in The Dalles area where rock outcroppings were visible; however, the locations of some of these holes were shifted to avoid the rock. All planting in The Dalles area was completed on March 23. There was a rock fill in the area to be fenced in the Cascade Locks area which presented a problem in excavating post holes. This was evident, as was the presence of rock in The Dalles area, prior to the advertising of this project for bids. We cannot consider this reason as a valid one for granting an extension of time. The quantity of top soil required for this project was increased 101% over the plan quantity by Price Agreement. All of this additional top soil material was hauled and placed in the Cascade Locks area by April 12. There was a small amount (95 c.y.) of top soil which had to be placed in vine trenches at Cascade Locks after the fence posts in this area were installed. This material was hauled and placed April 28. We do not feel that the increased quantity of top soil delayed the contractor in the completion of this contract.

Bids for this project were received November 2 and the contract was awarded November 9, 1965. The contractor did not start work until March 14, 1966, over 4 months after the award. From the date of award to the date the contractor actually completed the project there were 129 workdays available. The contractor actually worked on only 27 workdays. From the date he commenced work until the date he completed work there were 16 workdays on which he performed no work. Normally, an increase in plan quantity would be favorably considered as a reason for granting a time extension; however, as noted above, the additional top soil did not delay the contractor's work. Instead, it appears that the contractor could have completed this project well within the specified time had he commenced work within a reasonable time after award and prosecuted the project at a reasonable rate.

The specified completion date for this project was April 30, 1966. The contract was completed May 11, 1966 which is 11 calendar days beyond the specified completion date and represents $330 in liquidated damages. For the reasons outlined above we recommend that the contractor's request be denied.

This matter has been discussed with the Bureau of Public Roads Area Engineer who concurs in this recommendation.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Ass't. Construction Engineer

DES:rw

Attach.

cc: L. H. Young

RECEIVED
JUL 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6746 Contractor Oosterwyk Nurseries, Inc.

Highway Columbia River

Section Bridal Veil-Cascade Locks- The Dalles

Kind of Work Screen Planting

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~or GRANTED~~ The reasons for such recommendation are as follows:

Non delivery of materials is not a justifiable reason. Rock areas were evident prior to advertisement of this project and some plantings were shifted to avoid rock outcroppings. Additional top soil in excess of plan quantity was placed prior to the completion date.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 6746

Project designation I-80N-2(33)26 I-80N-3(48)79 (State-Federal)

Date awarded Nov. 9, 1965

Work started March 14, 1966

Per cent completed 100% May 11, 1966 (Date)

Spec. Compl. Date ~~No. of Workdays Allowed~~ Apr. 30, 1966

No. of Workdays Used 11 on penalty

No. of Added Workdays Requested 10xx

E—330 (Rev.)—8M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 16, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays ~~from~~ ..... days to 10 more days, within which to complete our Contract No. 6746, without the assessment of liquidated damages. The said contract is described as follows:

as per enclosed letter Bridal Veil-CascadeLocks-The Dalles Screenplanting

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: as per enclosed letter

Respectfully submitted,

Oosterwyk Nurseries Inc.
Contractor

By X Pete Oosterwyk (President)

CONSENT OF SURETY

Date June 24, 1966

We, The Etna Casualty and Surety Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Paul J. Huntzinger
Attorney-in-fact

(SEAL)

Robert B. Clarke
Resident Agent

June 16, 1966

Mr. Roy W. Pyle
Resident Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland 13, Oregon

Re: Contract # 6746
Bridal Veil-Cascade Locks-The Dalles
Screen Planting

Dear Mr. Pyle,

We hereby request an extension of time on the above mentioned project for the following reasons:

1) Delays caused by the railroad strike and stepped-up military orders on fencing materials
2) Unforeseen problems of digging holes in a solid rock area.
3) Delays because extra topsoil was requested by Engineer. After expiration date of contract additional topsoil had to be placed, therefore we feel that an extension of time should be granted.

We respectfully request 10 extra working days to finish this project.

yours truly,

Pete Oosterwyk (President)

cc: file

Rec'd
6-21-66
RWP

RECEIVED
JUN 8 1966
SP*18401-784

FILING
LABOR-2(33) 26
6741

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 7, 1966

SUBJECT: Labor Compliance
Oosterwyk Nurseries, Inc.

To: Mr. A. E. Johnson
Mr. L. W. Rulien
Mr. R. D. Asburry
Mr. L. R. Chandler
Mr. J. F. Putnam
Mr. A. F. Parson

NOTED
F.B. KLABOE

It has been called to our attention that the State of Washington has had certain difficulties with regard to labor compliance with Oosterwyk Nurseries, particularly:

1. Work in excess of 8 hours per day and/or 40 hours per week with no premium pay for overtime

2. Discrepancies on Certified Payrolls when compared to time cards.

Will you please discuss these areas of possible trouble with the Resident Engineer on those projects under contract to Oosterwyk Nurseries. This matter should be investigated quite thoroughly and steps taken to prevent occurrance of possible labor violations.

F. D. Morgan
Construction Engineer

FDM:fp

cc F. B. Klaboe

RECEIVED
Labor Compliance
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 6 - 1966
FOR FILING

Form CD-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6746

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 1, 1966

In reply refer to: 08-35-EC/420.25

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Projects I-80N-2(33)26 and I-80N-3(48)79,
6735 — I-5-3(68)178 and I-5-3(71)145 — 6730
Labor Compliance: Oosterwyk Nurseries, Inc.

Our December 2 and 15, 1965 memorandums on the subject projects outlined difficulties the State of Washington had with regard to labor compliance with Oosterwyk Nurseries. We also mentioned that as further information became available it would be furnished.

Attached is the State of Washington's March 9 report to our Olympia Division office which indicates the type of labor compliance problems that occurred.

We strongly urge you to advise all Resident Engineers that currently have one or more of the contracts awarded to this firm to take all actions necessary to prevent recurrence of these labor violations.

Enclosure

RECEIVED
JUN 7 1966
OFFICE OF
STATE HWY. ENGINEER

REFERRED TO
Parsons w/enc.
BY ASST. STATE HWY. ENGR.

Please pass the word

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 27 1966
FOR FILING
6746

Salem, Oregon
April 26, 1966

Increase in Project
Authorization

Mr. Roy W. Pyle
Resident Highway Engineer
9341 N.E. Glisan Street
Portland, Oregon 97213

This is to advise you that at its meeting of April 21, 1966, the Highway Commission approved an increase of $1,603.75 in project authorization on Contract No. 6746, Bridal Veil-Cascade Locks-The Dalles Sections of the Columbia River Highway in Multnomah, Hood River and Wasco Counties.

The new authorization for construction is $15,970.00. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

V:bl

cc: Mr. L. W. Bullen

RECEIVED
APR 18 1966
FOR FILING

I-80N-2(55)36
6746

April 15, 1966

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6746, the Bridal Veil-Cascade Locks-The Dalles screen planting project in Multnomah, Hood River, and Wasco Counties is anticipated. Cantwell Excavation, Inc. of Kirkland, Washington is the contractor. The original project authorization was $14,366.25. The present anticipated cost is $15,970.00, indicating an overrun of $1,603.75 or 11.2 percent. This is a Federal-aid Interstate project.

The major reason for this overrun is due to the necessity of raising the planting area at Cascade Locks which caused an overrun of the bid item for furnishing and placing topsoil. This planting area had to be raised because of ground water from subdrainage in the area which made it unsuitable for planting any satisfactory type of trees for screening.

This matter will be on the agenda for the April 21 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Rulien

DES:nh bg

FORM E-80 80M 3-65 SP°6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 14,1966

To:

Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

SUBJECT: Overrun of Project Authorization
Bridle Veil-Cascade Locks-The Dalles
Columbia River Highway
Contract No. 6746

Attached is a report on an expected overrun of project authorization on the subject contract. This project for screen planting is under contract to Oosterwyk Nurseries, Inc. of Kirkland, Washington. The original project authorization was $14,366.25. The present anticipated cost is $15,970.00 indicating an overrun of $1,603.75 or 11.2%.

The major reason for this overrun is due to the necessity of raising the planting area at Cascade Locks which was required because ground water from subdrainage had filled the planting beds in part of the area making them unsuitable for planting any satisfactory screening type of tree. The additional top soil required amounts to 92% of the original contract amount, and totals $1,750.00. This project also has an overrun of 47% of the original authorization for engineering. This overrun was caused by the excessive lengths, 50 miles, of the project and the long distance from the resident engineer's office.

It is recommended that the project authorization be increased by $1,603.75, from $14,366.25 to $15,970.00.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

NOTED
F. B. KLABOE

John A. Bond
Staff Assistant

DES:nh

Attachments

cc: L. H. Young

RECEIVED
APR 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Form No. E-372—10M—7-53

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Bridal Veil-Cascade Locks-The Dalles Date April 7, 19 66

Highway Columbia River Contract No. 6746

County Multnomah, and Wasco Kind of Work Screen Planting Contractor Boatmens Nurseries, Inc.

Contract Amount $ 12,770.00

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
Item 1. - Furnishing and Placing topsoil	350cy	5.00	1,750.00
(Additional quantity to be covered by Price Agreement at Contract bid prices)			

Minor items, unitemized algebraic total ..... -550.00

Subtotal ..... $ 1,200.00

Approved work orders (Price, extra work and state force orders) ..... $ 150.00

Expected over-runs and under-runs in work orders:	Amount
Major items, itemized:	
State Share, Planting	-50.00

Minor items, unitemized algebraic total 0

Subtotal ..... $ -50.00

Authorization for engineering ..... $ 1,021.60

Expected over-run or under-run of engineering authorization ..... $ 478.40

Costs not included above (explain) Unapproved CO for moving planting area ..... $ 120.00

Allowance for future contingencies (4 % of work remaining) ..... $ 280.00

Credits to come from transfers and deductions ..... $ 0

Present estimate of project cost ..... $ 14,970.00

Brief Statement of principal causes of over-run: Sub drainage in tree planting area at Cascade Locks, necessitates back filling planting pits and raising area with approximately 400 cu yd. of additional topsoil. Additional engineering costs due to project limits being 5 miles apart and approximately 90 miles from head quarters.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 14,366.25	Space to right of this line is for use of Salem office.
Present estimate of project cost	$ 14,970.00	
Expected over-run (Amount)	$ 1,603.75	
Expected over-run (per cent)	11.2	

Submitted by: Roy W. Bell
Resident Engineer

Confirmed by: A. Beachy
Division Engineer

Noted by: John A. Bond
for Construction or Bridge Engineer

Noted by: M. K. Eaton
Deputy or Assistant State Highway Engineer

State Printing 86719

STATE COPY

Form S-310—6M

OREGON STATE HIGHWAY DEPARTMENT

APR 7 1966

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

G 1 P

Project Name Bridal Veil-Cascade Locks-The Dalles — Date April 6, 1966

Highway Columbia River — Contract No. 6746

County Multnomah, Hood River and Wasco — Prefix 626-1057

Contractor Oosterwyk Nurseries, Inc. — F. A. Project No. I-80N-2(33)26 & I-80N-3(48)79

Address 12420 Juanita Drive, N.E., Kirkland, Wash. — Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Backfill pits excavated for tree planting and excavate new pits.
1. Maximum equipment rates allowable as per A.G.C.-State Agreement.
2. Percentage allowed Contractor is in accordance with executed contract for this project.

Location by station numbers:

1922+50 - 1926+50

Estimate of quantities and cost:

Equipment Rental	$ 80.00
Labor	40.00
	$120.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Trees were staked and excavated for at locations shown on the plans for Cascade Locks Section of the job. After excavation was completed, the pits filled with water from subdrainage. This order is to backfill the pits and excavate new ones after the area has been raised approximately 2 ft. with topsoil. Resident Engineer discussed this work with BPR Area Engr. W. Grafe April 7, and verbal approval was given.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 14,366.25
Present estimate of project cost, including $ 120.00 for work under this order	$ 15,741.00
Expected ~~under-run~~ over-run amount	$ 1,374.75
Expected ~~under-run~~ over-run per cent	9.6

Space to right of this line is for use of Salem Office

Submitted by: /s/ Roy W. Pyle, Resident Engineer

Approval Recommended: /s/ John A. Bond for — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ C. T. Keasey, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer ~~Assistant State Highway Engineer~~ Office Engineer.

State Printing

RECEIVED
MAR 31 1966
FOR FILING

I-84N-3(23) 24
6746

March 30, 1966

Mr. A. N. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Bridal Veil-Cascade Locks-
The Dalles — Projects Nos.
I-84N-2(33)26 and I-84N-3(53)79

Dear Sir:

There was no item of flagging included in the project agreement estimate for the above-mentioned projects. It is now found necessary to dump topsoil from trucks standing on the road shoulder in places where no other access is available. Fast freeway traffic necessitates using flagmen.

We wish to use this letter to append the flagging to our estimate and receive your authorization to proceed as of March 30, 1966.

It appears the contract is now undermining about 3%, which should more than take care of the estimated amount of flagging which is $150.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

L. H. Young
Office Engineer

DAR:cr

cc: F. D. Morgan
R. N. Chase (2)
V. L. Gallagher

Form E-308—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are [illegible]
Date March 24 1966
[illegible] Dist. Engineer
U.S. Bureau of Public Roads

Project Name Bridal Veil-Cascade Locks-The Dalles Date March 24, 1966

Highway Columbia River Contract No. 6746

County Multnomah, Hood River and Wasco Prefix 626-1057

Contractor Oosterwyk Nurseries, Inc. F. A. Project No. I-80N-2(33)26 & I-80N-3(48)79

Address 12420 Juanita Dr., N.E. Kirkland, Washington Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging

Location by station numbers:

Throughout Project

Estimate of quantities and cost:

State Share, 57½% of Cost . . . . .$ 150.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

There were no funds provided in the Project Authorization for flagging. It is necessary to dump topsoil from trucks standing on the road shoulder in places where no other access is available, fast freeway traffic necessitates using flagmen.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 14,366.25
Present estimate of project cost, including $ 150.00 for work under this order	$ 13,941.60
Expected under-run amount	$ 424.65
Expected under-run per cent	3%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Roy W. Pyle, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ C. T. Keasey, Division Engineer

Approved: /s/ L. H. Young, [illegible] Office Engineer.

BP-2251-724

Approved 4-8-66

RECEIVED
JAN 13 1966
FOR FILING

FORM E-20 8OH 3-61 SP*6470-784

I-80N-3(33)36
6116

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1966

SUBJECT: Oregon Projects
I-80N-3(48)79
I-5-3(68)178
I-5-3(71)145
Oosterwyk Nurseries, Inc.

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

The Division and Resident Engineers involved with these contracts have been advised of Mr. Oosterwyk's violations in Washington state, and instructed to pay close attention regarding payroll reports, wage compliance reports, etc. to assure all labor relation acts are complied with.

Only two of the three projects are active. These are the two on I-5 and so far no violations have been uncovered. Apparently, Mr. Oosterwyk is aware of the seriousness of the situation and is minding his P's and Q's. They are continuing to keep close check on his activities.

The third project on I-80N has not commenced as yet. Both Division and Resident Engineer will keep a close check on this project also.

F. D. Morgan
Construction Engineer

By John H. Walker

John H. Walker
Assistant Construction Engineer

MDG:fp

RECEIVED
JAN 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 20 1965
FOR FILING
I-80N-2(33)26
6746

Salem, Oregon 97310
December 17, 1965

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Oregon Projects I-80N-2(33)26
& I-80N-3(48)79, I-5-3(68)178
& I-5-3(71)145, Oosterwyk
Nurseries, Inc.

I enclose a copy of a letter from Ted Doc concerning alleged violations of payroll procedures by the firm of Oosterwyk Nurseries, Inc.

Please advise the Division and Resident Engineers involved with these contracts to pay close attention to this item and to report immediately any violations.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

cc: Mr. R. L. Porter

Enclosure

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Klubee

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 15, 1965

In reply refer to: 08-35-EC

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-80N-2(33)26 & I-80N-3(48)79, I-5-3(68)178 and I-5-3(71)145

In reply to Mr. Porter's December 7 letter, this office tentatively concurred in the award of the contract to Oosterwyk Nurseries for the last two of the referenced projects on November 6 without knowledge of the difficulties the Washington State Highway Department had had with this firm. Subsequently your request for concurrence on the first referenced project required transmittal to our Regional office because the bid exceeded the engineer's estimate by 12.3 percent. Upon receipt of this action, the Regional office promptly notified us, and we in turn verbally advised your office. We considered it would not be proper to withdraw our previous concurrence, nor to withhold concurrence on the remaining project due to a situation which is under investigation pending a final determination thereon.

The full extent of the problems Washington State had with the contractor on these projects came to light in the quoted memorandum from Mr. Peebles dated November 24 in our December 2 memorandum which was intended only to further alert you regarding the present status of the situation.

We suggest that the Resident Engineers on these projects be advised to scrutinize carefully all payrolls and other labor compliance documents as well as conduct careful interviews to prevent a reoccurence of similar actions found in the State of Washington.

When the more detailed reports of the labor investigations as mentioned in our December 2 memorandum are received, we will promptly transmit them to you, so you may advise your Residents what payroll practices to particularly observe.

Copies to Morgan Young 12-17-65

RECEIVED
DEC 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 2 2 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FOR FILING 3

PROJECT REPORT NO.
I-80N-2(33)26
5

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

12-14-65

STATE
Oregon

COUNTY
Wasco

PROJECT NO.
I-80N-3(48)79

6246

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

The Dalles Screen Planting.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-11-65	0.00
OTHER *(Specify)*		

FUNDS

Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,103.00	$ 3,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer DEC 14 1965

Oregon State Highway Department

Federal Aid
Project No. I-80N-3(48)79

THE DALLES SCREEN PLANTING ON THE

COLUMBIA RIVER HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 24, 1965

Type Code 7023
Screen Planting (Sta. 2190/00 to Sta. 2234/00)

Furnishing and Placing Topsoil	100 cu.yds.	$ 3.50	$ 350.00
Furnishing and Planting Trees	250 only	10.00	2,500.00
Inorganic Fertilizer, 10-16-8	3 cwt.	6.00	18.00
Manure Fertilizer	10 cu.yds.	8.00	80.00
Gravel Mulch	65 cu.yds.	4.00	260.00
	Subtotal		$ 3,208.00
	10% Engr. & Cont.		320.00
	Total		$ 3,528.00

Length of Project . . . . . 0.00 Miles

Federal Funds	$ 3,200.00
State Funds	328.00
Total	$ 3,528.00

RECEIVED
DEC 15 1965
FOR FILING
6746

December 14, 1965

Oosterwyk Nurseries, Inc.
12420 Juanita Drive, N. E.
Kirkland, Washington

Gentlemen:

On December 1, we wrote to you concerning the signature of the Secretary on Contract Nos. 6730, 6735, and 6746.

As we mentioned before, the signature is not legible. Your prequalification statement shows Mr. G. Robert Brain as Secretary, but it is impossible to determine if the signature as signed is by Mr. Brain.

If the person who signed as Secretary is not Mr. Brain, please send us an excerpt from your corporate minutes showing that authority has been granted to the Secretary who signed the contract.

This information is essential and we would like to hear from you in the near future.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

RECEIVED
DEC 8 - 1965
FOR FILING

I-5-3(68)178 - 6
6946

December 7, 1965

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Parsons:

Re: Oregon Projects I-8[illegible]-2(33)26
and I-808-3(48)79
I-5-3(68)178 and I-5-3(71)145

This will acknowledge receipt of and thank you for your December 2 letter concerning three contracts recently awarded by this Department to Oosterwyk Nurseries, Inc.

The Department followed the normal investigative processes relative to prequalifications prior to the issuance of plans and it is hard to determine now what we might have done had we had knowledge of these Davis-Bacon Act violations.

We are a little puzzled to receive Bureau of Public Roads concurrence in awards to a firm which has been involved in record falsification. Your suggestion that we take all necessary action to avoid labor compliance problems with this contractor is a worthy objective. Your advice and counsel as to how to accomplish this will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
cc Mr. Forrest Cooper
Mr. F. B. Klaboe/att
Mr. Victor D. Wolfe
Mr. L. H. Young/att
Mr. C. M. Malcom

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

NOTED
R. L PORTER

DATE: December 2, 1965

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-80N-2(33)26 and I-80N-3(48)79, I-5-3(68)178, and I-5-3(71)145

We have received a copy of correspondence between our Western Counsel Peebles to the Department of Labor, San Francisco concerning the Oosterwyk Nurseries, Inc. recently awarded the subject contracts that we thought would be of interest to your office.

Mr. Peebles' letter in part states:

"The State of Washington, through its Highway Department, has let certain contracts for the construction of portions of the Interstate Highway System to various prime contractors who have, in turn, subcontracted certain landscaping work to Oosterwyk Nurseries, Inc., formerly Finn Hill Nursery.

"During the course of construction of said contracts, which included Washington Project I-05-3(181)167 and U-025-1(45), Lakeview Blvd. to Shelby St. and Roanoke Connection, it became apparent to the State of Washington, and through the State to the Bureau of Public Roads, that the payroll practices of Mr. Peter Oosterwyk, the prime party in interest in both the corporation and the individual proprietorship, left a lot to be desired. The State and the Bureau of Public Roads have caused extensive investigation to be made into the payroll practices of Mr. Oosterwyk under the Davis-Bacon and related Acts, including falsification of records, in the course of which it has become apparent that there may be violations of the Fair Labor Standards Act and Walsh-Healey Act. The results of the above investigations will be made available to the Department of Labor when received from the State and the Bureau division offices.

"In view of the violations, and apparent violations, encountered in the State of Washington, the Bureau

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

of Public Roads will closely observe anticipated performance in the State of Oregon where this Contractor has since become involved in three Oregon contracts on the Interstate Highway System...."

We recommend that you take any and all necessary action to avoid labor compliance problems with this contractor.

RECEIVED
DEC 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 1 - 1965

FOR FILING

I-80N-2(33)26

6746

December 1, 1965

The Aetna Casualty & Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

We have recently received signed copies of Contract Nos. 6730, 6735 and 6746 awarded to Oosterwyk Nurseries, Inc. for landscape work in Oregon.

The cobond[illegible] page on each of the three contracts has been executed by the surety as follows:

/s/ Paul R. Ratliffe
Agent

/s/ Paul J. Huntzinger
Attorney-in-Fact

The Aetna Casualty & Surety Company
Surety

Our Chief Counsel has called to our attention that to be entirely proper, as we desire our contracts to be, the name of your surety company should be above the name of the agent and the attorney-in-fact.

It will not be necessary for us to return the contracts for the change if you will give us a letter stating that Mr. Ratliffe is acting as Agent and Mr. Huntzinger as Attorney-in-Fact for the Aetna Casualty & Surety Company on these three contracts.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf
cc: Mr. Paul R. Ratliffe, Resident Agent
Aetna Casualty & Surety Company
300 Yeon Building
Portland 4, Oregon

Mr. Paul J. Huntzinger, Attorney-in-Fact
800 Washington Building
1325 4th venue
Seattle, Washington 98101
Mr. George Rohde

RECEIVED
NOV 23 1965

Form CD-121
(1-63)
(Prtd. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-1-3(7)

TO 8-14-6 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 17, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Projects I-80N-2(33)26 & I-80N-3(48)79
Bridal Veil-Cascade Locks-The Dalles Section
Screen Planting

As requested in Mr. Young's letter of November 10, 1965 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of November 9, 1965 in the award of contract No. 6746 to Oosterwyk Nurseries, Inc., of Kirkland, Washington, low bidder in the amount of $12,770.00 at the November 2, 1965 bid opening.

REFERRED TO
By Asst. State Hwy. Engr. 11-23-65

RECEIVED
NOV 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 13 1966
I-80N-2(33)26
6746

LAW OFFICES
MERGES, BRAIN & HILYER
EDWARDS E. MERGES
G. ROBERT BRAIN
GALE P. HILYER, JR.
ARTHUR D. KEIL

902 NORTON BUILDING
SEATTLE, WASHINGTON 98104
MAIN 2-1244

November 16, 1965

Mr. C. W. Head, Assistant Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Dear Mr. Head:

In accordance with your request of November 12, 1965, I have written to the Corporation Commissioner's office requesting the information necessary to file Oosterwyk Nurseries, Inc. as a foreign corporation of the State of Oregon.

I presume that this should be done by Monday of next week. I will let you know as soon as the same has been accomplished.

Yours very truly,

G. Robert Brain

GRB/mm

Enclosure

12/8/65 Applic rec 11-30 Not in order - sent back for correction

Nov 2, 1965 Letting
Jobs #2, #8 & #13

RECEIVED
NOV 19 1965
OREGON
STATE HIGHWAY COMMISSION

LAW OFFICES
MERGES, BRAIN & HILYER

EDWARDS E. MERGES
G. ROBERT BRAIN
GALE P. HILYER, JR.
ARTHUR D. KEIL

907 NORTON BUILDING
SEATTLE, WASHINGTON 98104
MAIN 2-1244

November 16, 1965

Secretary of State
Salem,
Oregon

Re: Oosterwyk Nurseries, Inc.

Dear Sir:

This office represents the above corporation, which is a Washington corporation and which has made bids on Oregon State Highway Projects and has been informed by the Secretary of the Oregon State Highway Commission that the corporation has to register in the State of Oregon.

Would you please send me as soon as possible the necessary information of what filings are necessary to file a foreign corporation in the State of Oregon.

I will send by return mail all material necessary and will record the corporation forthwith.

Yours very truly,

G. Robert Brain

GRB/mm

c.c. Oregon State Highway Commission
Mr. Peter Oosterwyk

RECEIVED
NOV 12 1965
FOR FILING
IM-N-2(33)26
6746

November 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of November 9, 1965 is requested in the award of contract for the Bridal Veil-Cascade Locks-The Dalles Section, Project Nos. I-80N-2(33)26 and I-80N-3(48)79.

The contractor receiving the award is Oosterwyk Nurseries, Inc. of Kirkland, Washington in the amount of $12,770.00 with the Contract No. 6746 assigned. This bid was received on November 2, 1965 and awarded November 9, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:jb

RECEIVED
JAN 13 1966
FOR FILING

I-84N-2(33)26
6746

November 9, 1965

Easterwyk Surveries, Inc.
12420 Juanita Drive N. E.
Kirkland, Washington

Gentlemen:

The State Highway Commission on November 4, 1965, accepted your proposal for the Bridal Veil, Cascade Locks and The Dalles Sections of the Columbia River Highway in Multnomah, Hood River and Wasco Counties for the sum of $12,770.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6746.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

RECEIVED
NOV 5 - 1965
FOR FILING

November 4, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Tentative concurrence is requested in the award of contract for the Bridal Veil-Cascade Locks-The Dalles Section, Project No. I-SUN-3(33)26 and I-SUN-3(48)79.

Three bids in the amounts of $12,770, $18,100 and $25,792, were received on this project. The low bid is 12.3% over our engineer's estimate of $11,369.

We feel our estimate was quite realistic for all items under normal conditions except the conditions involved in the installation of 6-foot Chain Link Fence is not normal. The posts must be installed in the shoulder area with loose gravel and rock base to contend with. Also the posts are in close proximity to the guard rail and all on irregular ground. The above-mentioned difficulties were not taken into consideration in making the estimate for the fence and we now feel our estimate was a little low.

In view of the above information and considering the three bids received we feel it is in the public interest to award the contract to the low bidder. A favorable reply will be appreciated and any further information will be submitted if necessary.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:jb

cc: Mr. F. B. Klaboe
Mr. F. D. Morgan
Mr. R. N. Chase
Mr. E. A. Nicola

RECEIVED
OCT 20 1965
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FOR-2 (33) 26

TO 6746 Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 11, 1965

In reply refer to:
08-35.8-DA

By: 10-20-65
T. Dec
Engineering Coordinator

SUBJECT: Oregon Projects I-80N-2(33)26
and I-80N-3(48)79
Bridal Veil-Cascade Locks-The Dalles Sections
Screen Planting

P. S. & E. documents for the subject projects have been reviewed and are hereby approved. You are authorized to advertise the projects for bids. A signed copy of the title sheet representing both projects is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired for occupancy and contractor's use, and further, that control of access rights has been acquired, with the possible exception of those involved with utilities previously adjusted, as indicated in Mr. Oakes' October 7, 1965 report. Certification concerning utility access rights should be furnished prior to our concurrence in award. If exceptions are listed, the project will not be accepted as complete until such time when full control of access is obtained.

You are to be commended for development of your "reference Index" and its utilization on this project. This consolidated index certainly will reduce our review time and it is conceivable that many other users will note a similar saving in time.

Mr. Litchfield's July 20 letter and Union Pacific Railroad's letter of July 26 shall be construed to be a supplemental railroad agreement to the original December 29, 1938 agreement between you and Union Pacific, and is deemed satisfactory, and is approved. Any railroad costs incurred prior to our specific authorization thereof will not be eligible for participation. Furthermore, any costs attributed to lack of Railroad Protective Insurance shall not be participating.

Mr. Young's October 7, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

RECEIVED
OCT 14 1965
OFFICE OF

Attach.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 1 - 1965

Form CD-121 (11-63) (Prds. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6746

DATE: September 29, 1965

In reply refer to: 08-35.3-EC/
710.11, 510

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's September 9, 1965 letter submitted two items for inclusion in the subject program under the President's program for highway beautification. We are approving these two Stage 2, construction phase (Y023) projects, effective this date:

Item	Project	Location	Work
395	I-80N-2(33)26	Bridal Veil & Cascade Locks	Screening
419	I-80N-3(48)79	The Dalles Section	Screening

These projects under the guidance of IM 21-4-65 provide for planting of trees and shrubs to screen unsightly buildings and wrecking yards. A representative of our office has accompanied members of your Landscape Office during field investigations and the results of these inspections are reflected in the above projects.

This action provides for a total estimated cost of $17,500, of which $16,000 is reserved as Federal-aid Interstate funds.

NOTED
F. B. KIADOH

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
10-1-65

RECEIVED
SEP 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-80N-7(18) Lime-Malheur Co. Line Sec., 1966
341 Old Oreg. Trail Hwy. (Grad.,
6747 pav., struct. & sign.) Folder #2

CPA 9285

STATE COPY

Monthly transaction number: 3-9	PR-2A (Rev. 10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 14	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Baker
Modification number: 2		Project number: I-80N-7(18)341

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 11, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,409,672.89	$ 5,448,026.25
Federal funds	$ 4,968,927.70	$ 4,981,218.34
Other revisions		

This modification is made for the following reasons:

Based on post final voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of February, 19 71.

Oregon State Highway Division
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
for R. E. Simpson

Monthly transaction number: 5-9	FORM R-2A (REV. 0-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 8	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 4-13-68	County: Baker & Malheur
Modification number: 1		Project number: I-80N-7(18)341

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 29, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,358,185	$ 5,407,553
Federal funds	$ 4,941,000.00	$ 4,986,000.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include increase in cost by approved price agreements.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 12 day of April, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
R. E. Simpson, Division Engineer

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-80N-7(18)341

LIME-MALHEUR COUNTY LINE SECTION

OF THE OLD OREGON TRAIL HIGHWAY IN

BAKER AND MALHEUR COUNTIES

(Revised estimate as a basis for modification of project agreement. Revised to include increase in cost by approved price agreements.)

Salem, Oregon, April 5, 1968

Type Code 0010
Grading (Sta. 686+44 to Sta. 695+75)(Sta. 701+80 to Sta. 707+68)
(Sta. 771+05 to Sta. 811+65)(Cont. No. 6747)

Total same as previous estimate of November 22, 1965 $ 204,342.00

Type Code 7221
Grade and Pave (Sta. 811+65 thru Equa. 998+08.85 = 356+56.80 thru Equa. 508+26.66 = 8+52.56 to Sta. 73+75.24) (Cont. No. 6747)

Subtotal on previous estimate of November 22, 1965 $4,321,986.00

Approved Price Agreements

P.A. 13	Furnish & install 15" CMP Liners	308 lin. ft.	$ 6.00	$	1,848.00
P.A. 13	Furnish & install 24" CMP Liners	378 lin. ft.	11.00		4,158.00
P.A. 13	Furnish & install 36" CMP Liners	288 lin. ft.	16.00		4,608.00
P.A. 13	Furnish & install 48" CMP Liners	251 lin. ft.	23.00		5,773.00
P.A. 20	Furnish hydrated lime in mix	500 ton	28.10		14,050.00
P.A. 22	Extra median posts	260 each	12.00		3,120.00
P.A. 22	Install "B" Flare in cutbank	7 each	31.00		217.00
P.A. 22	Special end median barrier	1 each	373.00		373.00
P.A. 22	Furnish & install additional guard rail hardware	39,375 lin. ft.	0.21		8,268.75
P.A. 22	Furnish & install additional median hardware	3,375 lin. ft.	0.91		3,071.25
P.A. 22	Delete required painting of median barrier & br. flares	3,375 lin. ft.	0.18		(607.50)
			Increase in Cost	$	44,879.50
			Subtotal		$4,366,865.50
			10% Engr. & Cont.		436,686.50
			Total		$4,803,552.00

Total for structures same as estimate of November 22, 1965 $ 399,659.00

Grade and Pave	7.587 miles
Grading only	1.046 miles
No work sections	1.316 miles
Structures (3)	0.092 mile
Total	10.041 miles

Cost per mile grade and pave	$633,129.30
Cost per mile grade only.	$195,355.64

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Grading	$ 204,342.00	$ 188,400.00	$ 15,942.00
Grading and Paving	4,803,552.00	4,429,200.00	374,352.00
Structures	399,659.00	368,400.00	31,259.00
	$5,407,553.00	$4,986,000.00	$421,553.00

State Funds for Const.: Chap. 175; Laws 1917; Chap. 31; Laws 1920; Chap. 529; Laws 1939.

State Funds for Maint.: Chap. 529; Laws 1939.

Prefix 601-1060

STATE COPY

Form approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
1-13	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	*(PPM 21-7)*	COUNTY
5	12-29-65	Baker and Malheur
		PROJECT NO. I-80N-7(18)341

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Line-Malheur County Line Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-11-65	8.725
*OTHER *(Specify)*		

FUNDS

Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,358,185.	$ 4,941,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Knowe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer DEC 28 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8003-P64

Oregon State Highway Department

Federal-Aid
Project No. I-80N-7(18)341

LOST-MALHEUR COUNTY LINE SECTION

OF THE OLD OREGON TRAIL HIGHWAY IN

BAKER AND MALHEUR COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices and utility estimate.)

Salem, Oregon, November 22, 1965

Type Code 0010
Grading (Sta. 686+44 to Sta. 695+75) (Sta. 701+80 to Sta. 707+63) (Sta. 771+05 to Sta. 811+65) (Cont. No. 6747).

Clearing & Grubbing	All Required	15%	$ 12,450.00
Ditch Excavation, Unclassified	70 cu. yd.	2.00	140.00
General Excavation, Unclassified	350 cu. yd.	0.43	150,500.00
Toe Trench Excavation Unclassified	590 cu. yd.	1.00	590.00
Overhaul	9,000 C-yd. sta.	0.30	2,700.00
Extra for Selected Rock Slope Protection	1,320 cu. yd.	2.00	2,640.00
Trench Excavation	400 cu. yd.	2.50	1,000.00
Furnishing and Placing Topsoil	300 cu. yd.	1.00	300.00
Watering	2,000 M-gal.	3.50	7,000.00
Loose Riprap	30 cu. yd.	3.00	90.00
18-inch Culvert Pipe	400 lin. ft.	5.30	2,120.00
36-inch Culvert Pipe	460 lin. ft.	13.00	5,980.00
18-inch Culvert End Sections	1 only	36.00	36.00
36-inch Culvert End Sections	2 only	110.00	220.00
	Subtotal		$185,766.00
	10% Engr. & Cont.		18,576.00
	Total		$204,342.00

Type Code 7221
Grade and Pave (Sta. 811+65 thru Equa. 998+08.85=356+56.80 thru Equa. 708+26.66=8+52.56 to Sta. 75+75.24) (Cont. No. 6747)

Clearing and Grubbing	All Required	85%	$ 70,550.00
Ditch Excavation, Unclassified	6,330 cu. yd.	2.00	12,660.00
General Excavation, Unclassified	3,000,000 cu. yd.	0.43	1,290,000.00
Overhaul	361,000 C-yd. sta.	0.30	108,300.00
Finishing Roadbed and Slopes	All Required		45,000.00
Rounding Cutbanks	17,000 lin. ft.	0.20	3,400.00
Trench Excavation	15,800 cu. yd.	2.50	39,500.00
Special Backfill in Drains	670 cu. yd.	8.00	5,360.00
Furnishing and Placing Topsoil	4,700 cu. yd.	1.00	4,700.00
Watering	16,000 M-gal.	3.50	56,000.00
Obliteration of Roadway	7 sta.	200.00	1,400.00
Blade Grader	22 hr.	18.00	396.00
Tractor and Dozer	14 hr.	30.00	420.00
Tractor 2 or 4 Wheel with Scraper	10 hr.	40.00	400.00
3/4"-0 Material in Stone Leveling Course	58,400 ton	1.50	87,600.00

3/4"-0 Aggregate in Prime Coat	230	cu. yd.	4.00	$ 920.00
MC-250 Asphalt in Prime Coat	32	ton	60.00	1,920.00
Plant-Mix Stone Base	248,000	ton	1.50	372,000.00
Bituminous Base Mixture	500	ton	4.00	2,000.00
Asphalt in Bituminous Base Mixture	24	ton	40.00	960.00
Class "B" Asphalt Concrete Mixture	24,000	ton	4.00	96,000.00
Asphalt Cement in Mixture	1,300	ton	40.00	52,000.00
8-inch Continuously Reinforced Concrete Pavement	220,000	sq. yd.	6.25	1,375,000.00
8-inch Reinforced Concrete Pavement	1,200	sq. yd.	6.00	7,200.00
12-inch Reinforced Bridge End Panels	700	sq. yd.	7.50	5,250.00
Special Steel Reinforcement	110,000	lb.	0.13	14,300.00
Pavement Terminal Anchors	1,200	lin. ft.	12.00	14,400.00
Class "A" Concrete in Misc. Drainage Structures	260	cu. yd.	96.50	25,090.00
Class "A" Concrete in Box Culverts	680	cu. yd.	74.50	50,660.00
Concrete Ditch Lining	1,650	sq. yd.	3.20	5,280.00
Concrete Invert Lining	900	sq. yd.	4.60	4,140.00
Reinforcement in Misc. Drainage Structures	45,000	lb.	0.17	7,650.00
Reinforcement in Box Culverts	145,000	lb.	0.15	21,750.00
Lightwell Grate	1	only	740.00	740.00
Loose Riprap	1,850	cu. yd.	3.00	5,550.00
72-inch Structural Plate Pipe	All Required			12,831.00
84-inch Structural Plate Pipe	All Required			22,512.00
120-inch Structural Plate Pipe	All Required			16,472.00
12-inch Culvert Pipe	300	lin. ft.	4.60	1,380.00
15-inch Culvert Pipe	2,900	lin. ft.	4.90	14,210.00
18-inch Culvert Pipe	2,200	lin. ft.	5.30	11,660.00
24-inch Culvert Pipe	1,100	lin. ft.	6.50	7,150.00
30-inch Culvert Pipe	320	lin. ft.	10.50	3,360.00
36-inch Culvert Pipe	3,940	lin. ft.	13.00	51,220.00
42-inch Culvert Pipe	230	lin. ft.	15.00	3,450.00
48-inch Culvert Pipe	1,110	lin. ft.	19.00	21,090.00
60-inch Culvert Pipe	600	lin. ft.	25.00	15,000.00
18-inch Siphon Pipe	630	lin. ft.	5.80	3,654.00
24-inch Siphon Pipe	600	lin. ft.	7.00	4,200.00
12-inch Drain Pipe	254	lin. ft.	5.00	1,270.00
18-inch Drain Pipe	1,270	lin. ft.	6.90	8,763.00
15-inch Culvert End Sections	24	only	27.00	648.00
18-inch Culvert End Sections	7	only	36.00	252.00
24-inch Culvert End Sections	4	only	52.00	208.00
30-inch Culvert End Sections	1	only	83.00	83.00
36-inch Culvert End Sections	14	only	110.00	1,540.00
Turnout Gate	1	only	60.00	60.00
Slide Gate	1	only	110.00	110.00
Concrete Manholes	4	only	300.00	1,200.00
Concrete Inlets, Type G-2M	44	only	140.00	6,160.00
Concrete Inlets, Special Type G-2M	6	only	200.00	1,200.00
Concrete Curbs	16	cu. yd.	87.00	1,392.00
Guide Posts, W-1	320	only	7.00	2,240.00

Guide Posts, Y-2 & Y-3	160 only	8.00	$ 1,280.00
Guard Rail	42,900 lin. ft.	2.40	102,960.00
Median Barrier	1,680 lin. ft.	3.80	6,384.00
Type 2 Barricade	1,070 lin. ft.	3.00	3,210.00
Rail End Pieces	86 only	5.00	430.00
Guard Rail Blocks	3,680 only	1.50	5,520.00
Extra Guard Rail Posts	170 only	10.00	1,700.00
Salvaging Median Barrier	500 lin. ft.	2.00	1,000.00
Median Barrier-Salvaged Median Barrier	500 lin. ft.	1.00	500.00
Type 2 Fence	5,560 rod	8.00	44,480.00
16'-Type 2 Single Gates	2 only	100.00	200.00
20'-Type 2 Double Gate	1 only	200.00	200.00
Metal Snow Fence	3,400 lin. ft.	6.00	20,400.00
Furnishing Field Laboratory	All Required		1,000.00
Roadside Seeding	130 acre	75.00	9,750.00
Roadside Mulching	130 acre	170.00	22,100.00
Grass Seed, Crested Wheat Grass	1,300 lb.	2.00	2,600.00
Grass Seed, Hard Fescue	650 lb.	2.00	1,300.00
Grass Seed, Sherman Big Bluegrass	650 lb.	2.00	1,300.00
Inorganic Fertilizer 10-16-8	520 CWT	8.00	4,160.00
Sign Support Footings	All Required		4,500.00
Pipe Sign Posts	All Required		6,000.00
Single Sign Posts	All Required		5,000.00
Double Sign Supports	All Required		1,500.00
Triple Sign Supports	All Required		1,500.00
Structural Mounts	All Required		200.00
Painted Wood Sign Posts	All Required	87%	1,740.00
Type "A" & "B" Signs in Place	1,690 sq. ft.	7.00	11,830.00
Type "C", "D", & "R" Signs in Place	860 sq. ft.	3.00	2,580.00
Type "E", "F", & "G" Signs in Place	209 sq. ft.	4.00	836.00
Type "P" & "Q" Signs in Place	3 sq. ft.	5.00	15.00
			$4,267,986.00
Flagging (57½ of Contractor's Cost)	All Required		$ 4,000.00
Slide Removal	All Required		50,000.00
			$ 54,000.00
	Subtotal		4,321,986.00
	10% Engr. & Cont.		432,198.00
	Total		$4,754,184.00

Type Code X281
(Br. No. 9123-N, Huntington Interchange O'xing) (Sta. 816 + 05 to Sta. 817 + 97) (Cont. No. 6747)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	580 cu. yd.	2.50	1,450.00
Structural Excavation Below Elevation Shown	60 cu. yd.	4.00	240.00
Furnish 10BP42 Steel Piling	1,100 lin. ft.	4.00	4,400.00
Drive Steel Piles	22 only	115.00	2,530.00
Splice Steel Piles	6 only	18.00	108.00
Class "A" Concrete (650 cu. yd.)	All Required		50,000.00
60' to 65' Type 3 Prestressed Beams	20 only	1,400.00	28,000.00
65' to 70' Type 3 Prestressed Beams	10 only	1,600.00	16,000.00
Metal Reinforcement (142,500 lbs.)	All Required		21,000.00

Preparation of Slopes	720 sq. yd.	1.00	$ 720.00
Concrete Slab Riprap	720 sq. yd.	8.00	5,760.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	100 lin. ft.	2.00	200.00
			$ 132,408.00

Type Code X220
(Br. Nos. 9121 & 9121A - County Rd. O'xings) (Sta. 405 + 40 to Sta. 406 + 60)
(Cont. No. 6747)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	150 cu. yd.	3.50	525.00
Structural Excavation Below Elevation Shown	20 cu. yd.	4.00	80.00
Furnish Treated Timber Piling	960 lin. ft.	2.00	1,920.00
Drive Timber Piles	32 only	75.00	2,400.00
Class "A" Concrete (747 cu. yd.)	All Required		50,000.00
Metal Reinforcement (187,600 lbs.)	All Required		28,000.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	100 lin. ft.	2.00	200.00
			$ 85,125.00

Type Code X281
(Br. Nos. 9120 & 9120A - Bensen Creek Interchange O'xings)
(Sta. 55 + 55 to Sta. 57 + 29) (Cont. No. 6747)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	380 cu. yd.	4.00	1,520.00
Structural Excavation Below Elevations Shown	40 cu. yd.	6.00	240.00
Furnish 10 BP 42 Steel Piling	2,860 lin. ft.	4.00	11,440.00
Drive Steel Piles	72 only	90.00	6,480.00
Splice Steel Piles	18 only	18.00	324.00
Class "A" Concrete (642 cu. yd.)	All Required		50,000.00
45' to 50' Type 3 Prestressed Beams	20 only	1,000.00	20,000.00
75' to 80' Type 3 Prestressed Beams	12 only	2,000.00	24,000.00
Metal Reinforcement (140,000 lbs.)	All Required		21,000.00
Preparation of Slopes	950 sq. yd.	1.00	950.00
Concrete Slab Riprap	950 sq. yd.	8.00	7,600.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	120 lin. ft.	2.00	240.00
			$ 145,794.00

Subtotal	$ 363,327.00
10% Engr. & Cont.	36,332.00
Total	$ 399,659.00

Grade and Pave - - - - - 7.587 miles

Grading Only - - - - - - - -1.046 miles
No Work Sections - - - - -1.316 miles
Structures (5) - - - - -0.092 mile
Total 10.041 miles

Cost Per Mile Grade and Pave $626,622.38
Cost Per Mile Grading Only 195,355.64

SUMMARY

Description	Total Cost	Federal Funds	State Funds
Grading	$ 204,342.00	$ 188,400.00	$ 15,942.00
Grading and Paving	4,754,184.00	4,384,200.00	369,984.00
Structures	399,659.00	368,400.00	31,259.00
	$5,358,185.00	$4,941,000.00	$417,185.00

State Funds for Const: Chap. 31, Laws 1917; Chap. 175, Laws 1920; Chap. 529, Laws 1939

State Funds for Maint: Chap. 529, Laws 1939

LIME-MALHEUR COUNTY LINE SECTION

STATE WORK

Painted Wood Sign Posts	All Required	13%	$ 260.00
Type "C", "D", & "R" Signs in Place	38 sq. ft.	3.00	114.00
Type "E", "F", & "G" Signs in Place	28 sq. ft.	4.00	112.00
Type "P" and "Q" Signs in Place	129 sq. ft.	5.00	645.00
			$1,131.00

Oregon State Highway Department

Federal-Aid
Project No. I-80N-7(18)341

LIME-MALHEUR COUNTY LINE SECTION

OF THE OLD OREGON TRAIL HIGHWAY

IN BAKER AND MALHEUR COUNTIES

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.) Estimate revised to delete structure, see note. (See revision letter #3.)

Salem, Oregon, October 20, 1965

Type Code 0010
Grading (Sta. 686+44 to Sta. 695+75)(Sta. 701+80 to Sta. 707+63)
(Sta. 771+05 to Sta. 811+65)

Clearing and Grubbing	All Required (15%)			$ 3,000.00
Ditch Excavation, Unclassified	70	cu.yds.	$ 2.50	175.00
General Excavation, Unclassified	350,000	cu.yds.	0.40	140,000.00
Toe Trench Excavation, Unclassified	590	cu.yds.	3.50	2,065.00
Overhaul	9,000	C-yd.stas.	0.40	3,600.00
Extra for Selected Rock Slope Protection	1,320	cu.yds.	2.50	3,300.00
Trench Excavation	400	cu.yds.	3.00	1,200.00
Furnishing and Placing Topsoil	300	cu.yds.	3.00	900.00
Watering	2,000	M-gals.	3.00	6,000.00
Loose Riprap	30	cu.yds.	3.50	105.00
18-inch Culvert Pipe	400	lin.ft.	5.00	2,000.00
36-inch Culvert Pipe	460	lin.ft.	14.50	6,670.00
18-inch Culvert End Sections	1	only	40.00	40.00
36-inch Culvert End Sections	2	only	135.00	270.00
	Subtotal			$ 169,325.00
	10% Engr. & Cont.			16,932.00
	Total			$ 186,257.00

Type Code 7221
Grade and Pave (Sta. 811+65 thru equa. 998+08.85 = 356+56.80 thru equa. 508+26.66 = 8+52.56 to Sta.75+75.24)

Clearing and Grubbing	All Required (85%)			$ 17,000.00
Ditch Excavation, Unclassified	6,330	cu.yds.	$ 2.50	15,825.00
General Excavation, Unclassified	3,000,000	cu.yds.	0.40	1,200,000.00
Overhaul	361,000	C-yd.stas.	0.40	144,400.00
Finishing Roadbed and Slopes	All Required			15,000.00
Rounding Cutbanks	17,000	l.ft.	0.20	3,400.00
Trench Excavation	15,800	cu.yds.	3.00	47,400.00
Special Backfill in Drains	670	cu.yds.	7.00	4,690.00
Furnishing and Placing Topsoil	4,700	cu.yds.	3.00	14,100.00
Watering	16,000	M-gals.	3.00	48,000.00
Obliteration of Roadway	7	sta.	150.00	1,050.00
Blade Grader	22	hrs.	20.00	440.00
Tractor with Dozer	14	hrs.	35.00	490.00

Tractor 2 or 4 wheel, with Dozer	10 hrs.	$ 35.00	$ 350.00
3/4" - 0 Material in Stone Leveling Course	58,400 tons	1.45	84,680.00
3/4" - 0 Aggregate in Prime Coat	230 cu.yds.	5.00	1,150.00
MC-250 Asphalt in Prime Coat	32 tons	60.00	1,920.00
Plant-Mix Stone Base	248,000 tons	1.40	347,200.00
Bituminous Base Mixture	500 tons	4.00	2,000.00
Asphalt in Bituminous Base Mixture	24 tons	40.00	960.00
Class "B" Asphalt Concrete Mixture	24,000 tons	4.00	96,000.00
Asphalt cement in Mixture	1,300 tons	40.00	52,000.00
8-inch Continuously Reinforced Concrete Pavement	220,000 sq.yds.	6.25	1,375,000.00
8-inch Reinforced Concrete Pavement	1,200 sq.yds.	5.25	6,300.00
12-inch Reinforced Bridge End Panels	700 sq.yds.	15.00	10,500.00
Special Steel Reinforcement	110,000 lb.	0.14	15,400.00
PavementTerminal Anchors	1,200 lin.ft.	12.00	14,400.00
Class "A" Concrete in Miscellaneous Drainage Structures	260 cu.yds.	80.00	20,800.00
Class "A" Concrete in Box Culverts	680 cu.yds.	75.00	51,000.00
Concrete Ditch Lining	1,650 sq.yds.	8.00	13,200.00
Concrete Invert Lining	900 sq.yds.	12.00	10,800.00
Reinforcement in Miscellaneous Drainage Structures	45,000 lbs.	0.15	6,750.00
Reinforcement in Box Culverts	145,000 lbs.	0.15	21,750.00
Lightwell Grate	1 only	1,000.00	1,000.00
Loose Riprap	1,850 cu.yds.	3.50	6,475.00
72-inch Structural Plate Pipe	All Required		16,100.00
84-inch Structural Plate Pipe	All Required		24,500.00
120-inch Structural Plate Pipe	All Required		19,500.00
12-inch Culvert Pipe	300 lin.ft.	3.75	1,125.00
15-inch Culvert Pipe	2,900 lin.ft.	4.25	12,325.00
18-inch Culvert Pipe	2,200 lin.ft.	5.00	11,000.00
24-inch Culvert Pipe	1,100 lin.ft.	8.00	8,800.00
30-inch Culvert Pipe	320 lin.ft.	11.00	3,520.00
36-inch Culvert Pipe	3,940 lin.ft.	14.50	57,130.00
42-inch Culvert Pipe	230 lin.ft.	18.50	4,255.00
48-inch Culvert Pipe	1,110 lin.ft.	25.00	27,750.00
60-inch Culvert Pipe	600 lin.ft.	35.00	21,000.00
18-inch Siphon Pipe	630 lin.ft.	7.00	4,410.00
24-inch Siphon Pipe	600 lin.ft.	9.00	5,400.00
12-inch Drain Pipe	254 lin.ft.	3.75	952.50
18-inch Drain Pipe	1,270 lin.ft.	5.75	7,302.50
15-inch Culvert End Sections	24 only	35.00	840.00
18-inch Culvert End Sections	7 only	40.00	280.00
24-inch Culvert End Sections	4 only	55.00	220.00
30-inch Culvert End Sections	1 only	110.00	110.00
36-inch Culvert End Sections	14 only	135.00	1,890.00
Turnout Gate	1 only	50.00	50.00
Slide Gate	1 only	150.00	150.00
Concrete Manholes	4 only	300.00	1,200.00

Concrete Inlets, Type G-2M	44 only	$175.00	$ 7,700.00
Concrete Inlets, Special Type G-2M	6 only	225.00	1,350.00
Concrete Curbs	16 cu.yds.	60.00	960.00
Guide Posts, W-1	320 only	7.50	2,400.00
Guide Posts, Y-2 & Y-3	160 only	8.50	1,360.00
Guard Rail	42,900 lin.ft.	2.50	107,250.00
Median Barrier	1,680 lin.ft.	3.75	6,300.00
Type 2 Barricade	1,070 lin.ft.	4.00	4,280.00
Rail End Pieces	86 only	5.00	430.00
Guard Rail Blocks	3,680 only	1.75	6,440.00
Extra Guard Rail Posts	170 only	10.00	1,700.00
Salvaging Median Barrier	500 lin.ft.	1.00	500.00
Median Barrier - Salvaged Median Barrier	500 lin.ft.	1.50	750.00
Type 2 Fence	5,560 rods	8.00	44,480.00
16' Type 2 Single Gates	2 only	125.00	250.00
20' Type 2 Double Gates	1 only	175.00	175.00
Metal Snow Fence	3,400 lin.ft.	6.00	20,400.00
Furnishing Field Laboratory	All Required		500.00
Roadside Seeding	130 acres	130.00	16,900.00
Roadside Mulching	130 acres	140.00	18,200.00
Grass Seed, Crested Wheat Grass	1,300 lb.	0.70	910.00
Grass Seed, Hard Fescue	650 lb.	0.70	455.00
Grass Seed, Sherman Big Bluegrass	650 lb.	0.80	520.00
Inorganic Fertilizer, 10-16-8	520 cwt.	6.00	3,120.00
Sign Support Footings	All Required		2,775.00
Pipe Sign Posts	All Required		5,375.00
Single Sign Posts	All Required		3,800.00
Double Sign Supports	All Required		1,040.00
Triple Sign Supports	All Required		870.00
Structural Mounts	All Required		150.00
Painted Wood Sign Posts	All Required (87%)		1,914.00
Type "A" & "B" Signs in Place	1,690 sq.ft.	7.50	12,675.00
Type "C", "D" & "R" Signs in Place	860 sq.ft.	4.00	3,440.00
Type "E", "P" & "G" Signs in Place	209 sq.ft.	4.25	888.25
Type "P" & "Q" Signs in Place	3 sq.ft.	6.00	18.00
			$4,161,515.25
Flagging (57½% of Contractor's Cost)	All Req.		$ 4,000.00
Slide Removal	All Req.		50,000.00
			$ 54,000.00
	Subtotal		$4,215,515.25
	10% Engr. & Cont.		421,550.75
	Total		$4,637,066.00

Type Code X281
(Br. No. 9123 - N. Huntington Interchange O'xing)(Sta. 816+05 to Sta. 817+97)

Shoring, Cribbing, etc.	All Req.		$ 6,000.00
Structural Excavation	580 cu.yds.	$ 8.00	4,640.00
Structural Excavation Below Elevation Shown	60 cu.yds.	10.00	600.00
Furnish 10 BP 42 Steel Piling	1,100 lin.ft.	6.00	6,600.00
Drive Steel Piles	22 only	100.00	2,200.00
Splice Steel Piles	6 only	50.00	300.00
Class "A" Concrete (650 cu.yds. @ $85.00)	All Req.		55,250.00
60' to 65' Type 3 Prestressed Beams	20 only	1,300.00	26,000.00
65' to 70' Type 3 Prestressed Beams	10 only	1,600.00	16,000.00
Metal Reinforcement (142,500 lbs. @ 0.135)	All Req.		19,237.50
Preparation of Slopes	720 sq.yds.	2.00	1,440.00
Concrete Slab riprap	720 sq.yds.	9.00	6,480.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	100 lin.ft.	5.00	500.00
	Subtotal		$ 145,247.50

Type Code X220
(Brs. Nos. 9121 & 9121A - County Rd. O'xings) (Sta. 405+40 to Sta. 406+60)

Shoring, Cribbing, etc.	All Req.		$ 3,000.00
Structural Excavation	150 cu.yds.	$ 8.00	1,200.00
Structural Excavation Below Elevation Shown	20 cu.yds.	10.00	200.00
Furnish Treated Timber Piling	960 lin.ft.	1.60	1,536.00
Drive Timber Piles	32 only	80.00	2,560.00
Class "A" Concrete (747 cu.yd. @ $85.00)	All Req.		63,495.00
Metal Reinforcement (187,600 lbs. @ 0.135)	All Req.		25,326.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	100 lin.ft.	5.00	500.00
	Subtotal		$ 97,817.00

Type Code X281
(Brs. Nos. 9120 & 9120A - Benson Creek Interchange O'xings)(Sta. 55+55 to Sta. 57+29)

Shoring, Cribbing, etc.	All Req.		$ 4,000.00
Structural Excavation	380 cu.yds.	$ 8.00	3,040.00
Structural Excavation Below Elevations Shown	40 cu.yds.	10.00	400.00
Furnish 10 BP 42 Steel Piling	2,860 lin.ft.	6.00	17,160.00
Drive Steel Piles	72 only	80.00	5,760.00
Splice Steel Piles	18 only	50.00	900.00
Class "A" Concrete (642 cu.yds. @ $85.)	All Req.		54,570.00
45' to 50' Type 3 Prestressed Beams	20 only	900.00	18,000.00
75' to 80' Type 3 Prestressed Beams	12 only	1,900.00	22,800.00
Metal Reinforcement (140,000 lbs. @ 0.135)	All Req.		18,900.00
Preparation of Slopes	950 sq.yds.	2.00	1,900.00
Concrete Slab Riprap	950 sq.yds.	9.00	8,550.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	120 l.ft.	5.00	600.00
	Subtotal		$ 156,580.00

Subtotal	$ 399,644.50
10% Engr. & Cont.	39,963.50
Total	$ 439,608.00

Grade and Pave	7.587 mi.
Grading Only	1.046 mi.
No Work Sections	1.316 mi.
Structures (4)	0.092 mi.
Total	10.041 mi.

Cost per mile, Grade and Pave	$611,185.71
Cost per mile, Grading Only	178,065.90

SUMMARY

Description	Total Cost	Federal Funds	State Funds
Grading	$ 186,257.00	$ 171,000.00	$ 15,257.00
Grading and Paving	4,637,066.00	4,277,000.00	360,066.00
Structures	439,608.00	405,000.00	34,608.00
	$5,262,931.00	$4,853,000.00	$409,931.00

Note: County Road U'xing #9125 deleted and will be reprogrammed at a later date. (S. a. 922+74)

LIME-MALHEUR COUNTY LINE SECTION

State Work

Painted Wood Sign Posts	All Required (13%)		$ 286.00
Type "C", "D" & "R" Signs in Place	38 sq.ft.	$4.00	152.00
Type "E", "P" & "Q" Signs in Place	28 sq.ft.	4.25	119.00
Type "P" & "Q" Signs in Place	129 sq.ft.	6.00	774.00
			$1,331.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-7(18)341

LIME-MALHEUR COUNTY LINE SECTION OF THE

OLD OREGON TRAIL HIGHWAY NO

BAKER AND MALHEUR COUNTIES

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.) Estimate revised to delete Structure - see note.)

Salem, Oregon, October 18, 1965

Type Code 0010
Grading (Sta. 686+44 to Sta. 695+75)(Sta. 701+80 to Sta. 707+63)(Sta. 771+05 to Sta. 811+65)

Clearing and Grubbing	All Required	15%		$3000.00
Ditch Excavation, Unclassified	70	cu.yd.	$ 2.50	175.00
General Excavation, Unclassified	350,000	cu.yd.	0.40	140,000.00
Toe Trench Excavation, Unclassified	590	cu.yd.	3.50	2,065.00
Overhaul	9,000	C-yd.sta.	0.40	3,600.00
Extra for Selected Rock Slope Protection	1,320	cu.yd.	2.50	3,300.00
Trench Excavation	400	cu.yd.	3.00	1,200.00
Furnishing and Placing Topsoil	300	cu.yd.	3.00	900.00
Watering	2,000	M-gal.	3.00	6,000.00
Loose Riprap	30	cu.yd.	3.50	105.00
18-inch Culvert Pipe	400	lin.ft.	5.00	2,000.00
36-inch Culvert Pipe	460	lin.ft.	14.50	6,670.00
18-inch Culvert End Sections	1	only	40.00	40.00
36-inch Culvert End Sections	2	only	135.00	270.00
		Subtotal		$169,325.00
		10% Engr. & Cont.		16,932.00
		Total		$186,257.00

Type Code 7221
Grade and Pave (Sta. 811+65 thru equa. 998+08.85 = 356+56.80 through equa. 508+26.66= 8+52.56 to Sta. 75+75.24)

Clearing and Grubbing	All Required	85%		$ 17,000.00
Ditch Excavation Unclassified	6,330	cu.yd.	$ 2.50	15,825.00
General Excavation, Unclassified	3,000,000	cu.yd.	0.40	1,200,000.00
Overhaul	361,000	C-yd.sta.	0.40	144,400.00
Finishing Roadbed and Slopes	All	Required		15,000.00
Rounding Cutbanks	17,000	lin.ft.	0.20	3,400.00
Trench Excavation	15,800	cu.yd.	3.00	47,400.00

Special Backfill in Drains	670	cu.yd.	$ 7.00	$ 4,690.00
Furnishing and Placing Topsoil	4,700	cu.yd.	3.00	14,100.00
Watering	16,000	M-gal.	3.00	48,000.00
Obliteration of Roadway	7	sta.	150.00	1,050.00
Blade Grader	22	hr.	20.00	440.00
Tractor with Dozer	14	hr.	35.00	490.00
Tractor, 2 or 4-wheel, with Scraper	10	hr.	35.00	350.00
3/4"-0 Material in Stone Leveling Course	58,400	ton	1.45	84,680.00
3/4"-0 Aggregate in Prime Coat	230	cu.yd.	5.00	1,150.00
MC-250 Asphalt in Prime Coat	32	ton	60.00	1,920.00
Plant-Mix Stone Base	243,000	ton	1.40	347,200.00
Bituminous Base Mixture	500	ton	4.00	2,000.00
Asphalt in Bituminous Base Mixture	24	ton	40.00	960.00
Class "B" Asphalt Concrete Mixture	24,000	ton	4.00	96,000.00
Asphalt Cement in Mixture	1,300	ton	40.00	52,000.00
8-inch Continuously Reinforced Concrete Pavement	220,000	sq.yd.	6.25	1,375,000.00
8-inch Reinforced Concrete Pavement	1,200	sq.yd.	5.25	6,300.00
12-inch Reinforced Bridge End Panels	700	sq.yd.	15.00	10,500.00
Special Steel Reinforcement	110,000	lb.	0.14	15,400.00
Special Terminal Anchors	1,200	lin.ft.	12.00	14,400.00
Class "A" Concrete in Miscellaneous Drainage Structures	260	cu.yd.	80.00	20,800.00
Class "A" Concrete in Box Culverts	680	cu.yd.	75.00	51,000.00
Concrete Ditch Lining	1,650	sq.yd.	8.00	13,200.00
Concrete Invert Lining	900	sq.yd.	12.00	10,800.00
Reinforcement in Miscellaneous Drainage Structures	45,000	lb.	0.15	6,750.00
Reinforcement in Box Culverts	145,000	lb.	0.15	21,750.00
Lightwall Grave	1	only	1,000.00	1,000.00
Loose Riprap	1,850	cu.yd.	3.50	6,475.00
72-inch Structural Plate Pipe	All Required			16,100.00
84-inch Structural Plate Pipe	All Required			24,500.00
120-inch Structural Plate Pipe	All Required			19,500.00
12-inch Culvert Pipe	300	lin.ft.	3.75	1,125.00
15-inch Culvert Pipe	2,900	lin.ft.	4.25	12,325.00
18-inch Culvert Pipe	2,200	lin.ft.	5.00	11,000.00
24-inch Culvert Pipe	1,100	lin.ft.	8.00	8,800.00
30-inch Culvert Pipe	320	lin.ft.	11.00	3,520.00
36-inch Culvert Pipe	3,940	lin.ft.	14.50	57,130.00
42-inch Culvert Pipe	230	lin.ft.	18.50	4,255.00
48-inch Culvert Pipe	1,110	lin.ft.	25.00	27,750.00
60-inch Culvert Pipe	600	lin.ft.	35.00	21,000.00
18-inch Siphon Pipe	630	lin.ft.	7.00	4,410.00
24-inch Siphon Pipe	600	lin.ft.	9.00	5,400.00
12-inch Drain Pipe	254	lin.ft.	3.75	952.50
18-inch Drain Pipe	1,270	lin.ft.	5.75	7,302.50
15-inch Culvert End Sections	24	only	35.00	840.00

18-inch Culvert End Sections	7	only	$ 40.00	$ 280.00
24-inch Culvert End Sections	4	only	55.00	220.00
30-inch Culvert End Sections	1	only	110.00	110.00
36-inch Culvert End Sections	14	only	135.00	1,890.00
Turnout Gate	1	only	50.00	50.00
Slide Gate	1	only	150.00	150.00
Concrete Manholes	4	only	300.00	1,200.00
Concrete Inlets, Type G-2M	44	only	175.00	7,700.00
Concrete Inlets, Special Type G-2M	6	only	225.00	1,350.00
Concrete Curbs	16	cu.yd.	60.00	960.00
Guide Posts, W-1	320	only	7.50	2,400.00
Guide Posts, Y-2 and Y-3	160	only	8.50	1,360.00
Guard Rail	42,900	lin.ft.	2.50	107,250.00
Median Barrier	1,680	lin.ft.	3.75	6,300.00
Type 2 Barricade	1,070	lin.ft.	4.00	4,280.00
Rail End Pieces	86	only	5.00	430.00
Guard Rail Blocks	3,680	only	1.75	6,440.00
Extra Guard Rail Posts	170	only	10.00	1,700.00
Salvaging Median Barrier	500	lin.ft.	1.00	500.00
Median Barrier-Salvaged Median Barrier	500	lin.ft.	1.50	750.00
Type 2 Fence	5,560	rod	8.00	44,480.00
16' - Type 2 Single Gates	2	only	125.00	250.00
20' - Type 2 Double Gate	1	only	175.00	175.00
Metal Snow Fence	3,400	lin.ft.	6.00	20,400.00
Furnishing Field Laboratory=	All	Required		500.00
Roadside Seeding	130	acre	130.00	16,900.00
Roadside Mulching	130	acre	140.00	18,200.00
Grass Seed, Crested Wheat Grass	1,300	lb.	0.70	910.00
Grass Seed, Hard Fescue	650	lb.	0.70	455.00
Grass Seed, Sherman Big Bluegrass	650	lb.	0.80	520.00
Inorganic Fertilizer, 10-16-8	520	cwt.	6.00	3,120.00
Sign Support Footings	All	Required		2,775.00
Pipe Sign Posts	All	Required		5,375.00
Single Sign Posts	All	Required		3,800.00
Double Sign Supports	All	Required		1,040.00
Triple Sign Supports	All	Required		870.00
Structural Mounts	All	Required		150.00
Painted Wood Sign Posts	All	Required	57%	1,914.00
Type "A" & "B" Signs in Place	1,690	sq.ft.	7.50	12,675.00
Type "C", "D" & "R" Signs in Place	860	sq.ft.	4.00	3,440.00
Type "E", "F" & "G" Signs in Place	209	sq.ft.	4.25	888.25
Type "P" & "Q" Signs in Place	3	sq.ft.	6.00	18.00
				$4,161,515.25
Flagging (57% of Contractor's Cost)	All	Required		$ 4,000.00
Slide Removal	All	Required		50,000.00
				$ 54,000.00

Subtotal	$ 4,215,515.25
10% Engr. & Cont.	421,550.75
Total	$ 4,637,066.00

Type Code X-281
(Br. No. 9123-N. Huntington Intchg. O'xing) (Sta. 816+05 to Sta. 817+97)

Shoring, Cribbing, etc.	All Required		$	6,000.00
Structural Excavation	580 cu.yd.	$ 8.00		4,640.00
Structural Excavation Below Elevation Shown	60 cu.yd.	10.00		600.00
Furnish 10 BP 42 Steel Piling	1,100 lin.ft.	6.00		6,600.00
Drive Steel Piles	22 only	100.00		2,200.00
Splice Steel Piles	6 only	50.00		300.00
Class "A" Concrete (650 cu.yd. @$85.00)	All Required			55,250.00
60' to 65' Type 3 Prestressed Beams	20 only	1,300.00		26,000.00
65' to 70' Type 3 Prestressed Beams	10 only	1,600.00		16,000.00
Metal Reinforcement (142,500 lbs. @$0.135)	All Required			19,237.50
Preparation of Slopes	720 sq.yd.	2.00		1,440.00
Concrete Slab Riprap	720 sq.yd.	9.00		6,480.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	100 lin.ft.	5.00		500.00
	Subtotal		$	145,247.50

Type Code X-220
(Br. Nos. 9121 and 9121A - County Rd. O'xings) (Sta. 405+40 to Sta. 406+60)

Shoring, Cribbing, etc.	All Required		$	3,000.00
Structural Excavation	150 cu.yd.	$ 8.00		1,200.00
Structural Excavation Below Elevation Shown	20 cu.yd.	10.00		200.00
Furnish 10 BP 42 Steel Piling	980 lin.ft.	6.00		5,880.00
Drive Steel Piles	28 only	90.00		2,520.00
Splice Steel Piles	7 only	50.00		350.00
Class "A" Concrete (744 cu.yd. @ $85.00)	All Required			63,240.00
Metal Reinforcement (187,400 lbs. @$0.135)	All Required			25,299.00
Preparation of Slopes	760 sq.yd.	2.00		1,520.00
Concrete Slab Riprap	760 sq.yd.	9.00		6,840.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	100 lin.ft.	5.00		500.00
	Subtotal		$	110,549.00

Type Code X-281
(Br. Nos. 9120 & 9120A - Benson Creek Intchg. O'xings)(Sta. 55+55 to Sta. 57+29)

Shoring, Cribbing, etc.	All	Required		$ 4,000.00
Structural Excavation	380	cu.yd.	$ 8.00	3,040.00
Structural Excavation Below Elevations Shown	40	cu.yd.	10.00	400.00
Furnish 10 BP 42 Steel Piling	2,860	lin.ft.	6.00	17,160.00
Drive Steel Piles	72	only	80.00	5,760.00
Splice Steel Piles	18	only	50.00	900.00
Class "A" Concrete (642 cu.yd. @$85.00)	All	Required		54,570.00
45' to 50' Type 3 Prestressed Beams	20	only	900.00	18,000.00
75' to 80' Type 3 Prestressed Beams	12	only	1,900.00	22,800.00
Metal Reinforcement (140,000 lbs. @$0.135)	All	Required		18,900.00
Preparation of Slopes	950	sq.yd.	2.00	1,900.00
Concrete Slab Riprap	950	sq.yd.	9.00	8,550.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	120	lin.ft.	5.00	600.00
		Subtotal		$ 156,580.00
		Subtotal		$ 412,376.50
		10% Engr. & Cont.		41,237.50
		Total		$ 453,614.00

Grade and Pave - - - - - - - - - - - -7.587 miles
Grading Only - - - - - - - - - - - -1.046 miles
No Work Sections - - - - - - - - - - -1.316 miles
Structures (4) - - - - - - - - - - - -0.092 mile

Total 10.041 miles

Cost per mile grade and pave - - - - - - - - - - - -$611,185.71
Cost per mile grading only - - - - - - - - - - - -$178,065.96

SUMMARY

Description	Total Cost	Federal Funds	State Funds
Grading	$ 186,257.00	$ 171,000.00	$ 15,257.00
Grading and Paving	4,637,066.00	4,277,000.00	360,066.00
Structures	453,614.00	418,000.00	35,614.00
	$5,276,937.00	$4,866,000.00	$410,937.00

Note: County Road U'xing #9125 deleted and will be reprogrammed at a later date. (Sta. 922+74)

LIME-MALHEUR COUNTY LINE SECTION

STATE WORK

Painted Wood Sign Posts	All Required	13%		$ 286.00
Type "C", "D" & "E" Signs in Place	38 sq.ft.	$ 4.00		152.00
Type "E", "F" & "G" Signs in Place	28 sq.ft.	4.25		119.00
Type "P" and "Q" Signs in Place	129 sq.ft.	6.00		774.00
				$ 1,331.00

Oregon State Highway Department

Federal-Aid
Project No. I-80N-7(18)341

LIME-MALHEUR COUNTY LINE SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN BAKER AND MALHEUR COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 5, 1965

Type Code 0010
Grading (Sta. 686+44 to Sta. 695+75)(Sta. 701+80 to Sta. 707+63)
(Sta. 771+05 to Sta. 811+65)

Clearing and Grubbing	All Req. (15%)			$ 3,000.00
Ditch Excavation, Unclassified	70 cu.yd.	$	2.50	175.00
General Excavation, Unclass.	350,000 cu.yd.		0.40	140,000.00
Toe Trench Excavation, Unclass.	590 cu.yd.		3.50	2,065.00
Overhaul	9,000 C-yd.sta.		0.40	3,600.00
Extra for Selected Rock Slope Protection	1,320 cu.yd.		2.50	3,300.00
Trench Excavation	400 cu.yd.		3.00	1,200.00
Furnishing and Placing Topsoil	300 cu.yd.		3.00	900.00
Watering	2,000 M-gal.		3.00	6,000.00
Loose Riprap	30 cu.yd.		3.50	105.00
18-inch Culvert Pipe	400 lin.ft.		5.00	2,000.00
30-inch Culvert Pipe	460 lin.ft.		14.50	6,670.00
18-inch Culvert End Sections	1 only		40.00	40.00
36-inch Culvert End Sections	2 only		135.00	270.00
	Subtotal			$ 169,325.00
	10% Engr. & Cont.			16,932.00
	Total			$ 186,257.00

Type Code 7221
Grade and Pave (Sta. 811+65 Thru Equa. 998+08.85 = 356+56.80 Thru Equa. 508+20.66 = 8+52.50 to Sta. 75+75.44)

Clearing and Grubbing	All Req. (85%)			$ 17,000.00
Ditch Excavation, Unclassified	6,330 cu.yd.	$	2.50	15,825.00
General Excavation, Unclass.	3,000,000 cu.yd.		0.40	1,200,000.00
Overhaul	361,000 C-yd.sta.		0.40	144,400.00
Finishing Roadbed and Slopes	All Req.			15,000.00
Rounding Cutbanks	17,000 lin.ft.		0.20	3,400.00
Trench Excavation	15,800 cu.yd.		3.00	47,400.00
Special Backfill in Drains	670 cu.yd.		7.00	4,690.00
Furnishing and Placing Topsoil	4,700 cu.yd.		3.00	14,100.00
Watering	16,000 M-gal.		3.00	48,000.00
Obliteration of Roadway	7 sta.		150.00	1,050.00
Blade Grader	22 hour		20.00	440.00
Tractor with Dozer	14 hour		35.00	490.00
Tractor, 2 or 4 Wheel, with Scraper	10 hour		35.00	350.00
3/4" - 0 Material in Stone Leveling Course	58,400 ton		1.45	84,680.00
3/4" - 0 Aggregate in Prime Coat	230 cu.yd.		5.00	1,150.00
RS-1 Asphalt in Prime Coat	32 ton		60.00	1,920.00

Plant-Mix Stone Base	248,000 ton	$ 1.40	$ 347,200.00
Bituminous Base Mixture	500 ton	4.00	2,000.00
Asphalt in Bituminous Base Mixture	24 ton	40.00	960.00
Class "B" Asphalt Concrete Mixture	24,000 ton	4.00	96,000.00
Asphalt Cement in Mixture	1,300 ton	40.00	52,000.00
8-inch Continuously Reinforced Concrete Pavement	220,000 sq.yd.	6.25	1,375,000.00
8-inch Reinforced Concrete Pavement	1,200 sq.yd.	5.25	6,300.00
8-inch Reinforced Bridge End Panels	700 sq.yd.	15.00	10,500.00
Special Steel Reinforcement	110,000 lb.	0.14	15,400.00
Special Terminal Anchors	1,200 lin.ft.	12.00	14,400.00
Class "A" Concrete in Misc. Drainage Structures	260 cu.yd.	80.00	20,800.00
Class "A" Concrete in Box Culverts	680 cu.yd.	75.00	51,000.00
Concrete Ditch Lining	1,650 sq.yd.	8.00	13,200.00
Concrete Invert Lining	900 sq.yd.	12.00	10,800.00
Reinforcement in Misc. Drainage Structures	45,000 lb.	0.15	6,750.00
Reinforcement in Box Culverts	145,000 lb.	0.15	21,750.00
Light Well Grate	1 only	1,000.00	1,000.00
Loose Riprap	1,850 cu.yd.	3.50	6,475.00
72-inch Structural Plate Pipe	All Req.		16,100.00
84-inch Structural Plate Pipe	All Req.		24,500.00
120-inch Structural Plate Pipe	All Req.		19,500.00
12-inch Culvert Pipe	300 lin.ft.	3.75	1,125.00
15-inch Culvert Pipe	2,900 lin.ft.	4.25	12,325.00
18-inch Culvert Pipe	2,200 lin.ft.	5.00	11,000.00
24-inch Culvert Pipe	1,100 lin.ft.	8.00	8,800.00
30-inch Culvert Pipe	320 lin.ft.	11.00	3,520.00
36-inch Culvert Pipe	3,940 lin.ft.	14.50	57,130.00
42-inch Culvert Pipe	230 lin.ft.	18.50	4,255.00
48-inch Culvert Pipe	1,110 lin.ft.	25.00	27,750.00
60-inch Culvert Pipe	600 lin.ft.	35.00	21,000.00
18-inch Siphon Pipe	630 lin.ft.	7.00	4,410.00
24-inch Siphon Pipe	600 lin.ft.	9.00	5,400.00
12-inch Drain Pipe	254 lin.ft.	3.75	952.50
18-inch Drain Pipe	1,270 lin.ft.	5.75	7,302.50
15-inch Culvert End Sections	24 only	35.00	840.00
18-inch Culvert End Sections	7 only	40.00	280.00
24-inch Culvert End Sections	4 only	55.00	220.00
30-inch Culvert End Sections	1 only	110.00	110.00
36-inch Culvert End Sections	14 only	135.00	1,890.00
Turnout Gate	1 only	50.00	50.00
Slide Gate	1 only	150.00	150.00
Concrete Manholes	4 only	300.00	1,200.00
Concrete Inlets, Type G-2M	44 only	175.00	7,700.00
Concrete Inlets, Special Type G-2M	6 only	225.00	1,350.00
Concrete Curbs	16 cu.yd.	60.00	960.00
Guide Posts, W-1	320 only	7.50	2,400.00
Guide Posts, Y-2 and Y-3	160 only	8.50	1,360.00
Guard Rail	42,900 lin.ft.	2.50	107,250.00
Median Barrier	1,680 lin.ft.	3.75	6,300.00
Type 2 Barricade	1,070 lin.ft.	4.00	4,280.00

Rail End Pieces	86	only	$ 5.00	$ 430.00
Guard Rail Blocks	3,680	only	1.75	6,440.00
Extra Guard Rail Posts	170	only	10.00	1,700.00
Salvaging Median Barrier	500	lin.ft.	1.00	500.00
Median Barrier-Salvaged Median Barrier	500	lin.ft.	1.50	750.00
Type 2 Fence	5,560	rod	8.00	44,480.00
16' Type 2 Single Gates	2	only	125.00	250.00
20' Type 2 Double Gate	1	only	175.00	175.00
Metal Snow Fence	3,400	lin.ft.	6.00	20,400.00
Furnishing Field Laboratory Bldg.	All	Req.		500.00
Roadside Seeding	130	acre	130.00	16,900.00
Roadside Mulching	130	acre	140.00	18,200.00
Grass Seed, Crested Wheatgrass	1,300	lb.	0.70	910.00
Grass Seed, Hard Fescue	650	lb.	0.70	455.00
Grass Seed, Sherman Big Bluegrass	650	lb.	0.80	520.00
Inorganic Fertilizer, 10-16-8	520	cwt.	6.00	3,120.00
Sign Support Footings	All	Req.		2,775.00
Pipe Sign Posts	All	Req.		5,375.00
Single Sign Posts	All	Req.		3,800.00
Double Sign Supports	All	Req.		1,040.00
Triple Sign Supports	All	Req.		870.00
Structural Mounts	All	Req.		150.00
Painted Wood Sign Posts	All	Req. (87%)		1,914.00
Type "A" and "B" Signs in Place	1,690	sq.ft.	7.50	12,675.00
Type "C", "D" and "R" Signs in Place	860	sq.ft.	4.00	3,440.00
Type "E", "F" and "G" Signs in Place	209	sq.ft.	4.25	888.25
Type "P" and "Q" Signs in Place	3	sq.ft.	6.00	18.00
				$4,161,515.25
Flagging (57½% of Contractor's Cost)	All	Req.		$ 4,000.00
Slide Removal	All	Req.		50,000.00
				$ 54,000.00
		Subtotal		$4,215,515.25
		10% Engr. & Cont.		421,550.75
		Total		$4,637,066.00

Type Code X281
(Br.No. 9123 - N. Huntington Interchange O'xing)(Sta. 816+05 to Sta. 817+97)

Shoring, Cribbing, etc.	All	Req.		$ 6,000.00
Structural Excavation	580	cu.yd.	$ 8.00	4,640.00
Structural Excavation Below Elevation Shown	60	cu.yd.	10.00	600.00
Furnish 10 BP 42 Steel Piling	1,100	lin.ft.	6.00	6,600.00
Drive Steel Piles	22	only	100.00	2,200.00
Splice Steel Piles	6	only	50.00	300.00
Class "A" Concrete (650 cu.yd. @ $85.00)	All	Req.		55,250.00
60' to 65' Type 3 Prestressed Beams	20	only	1,300.00	26,000.00
65' to 70' Type 3 Prestressed Beams	10	only	1,600.00	16,000.00
Metal Reinforcement (142,500 lbs. @ $0.135)	All	Req.		19,237.50

Preparation of Slopes	720 sq.yd.	$ 2.00	$	1,440.00
Concrete Slab Riprap	720 sq.yd.	9.00		6,480.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	100 lin.ft.	5.00		500.00
	Subtotal		$	145,247.50

Type Code X771
(Br.No. 9125 - County Road U'xing)(Sta. 922+74)

Shoring, Cribbing, etc.	All Req.		$	8,000.00
Structural Excavation	740 cu.yd.	$ 8.00		5,920.00
Structural Excavation Below Elevation Shown	80 cu.yd.	10.00		800.00
Furnish 10 BP 42 Steel Piling	1,205 lin.ft.	6.00		7,230.00
Drive Steel Piles	82 only	80.00		6,560.00
Splice Steel Piles	20 only	50.00		1,000.00
Class "A" Concrete (761 cu.yd. @ $85.00)	All Req.			64,685.00
Metal Reinforcement (117,400 lbs. @ $0.135)	All Req.			15,849.00
Structural Steel (10,600 lbs. Carbon @ $0.29; 269,700 lbs. Low Alloy @ $0.31)	All Req.			86,681.00
Preparation of Slopes	340 sq.yd.	2.00		680.00
Concrete Slab Riprap	340 sq.yd.	9.00		3,060.00
6-inch Standard Steel Pipe	100 lin.ft.	15.00		1,500.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	60 lin.ft.	5.00		300.00
	Subtotal		$	202,265.00

Type Code X220
(Brs. Nos. 9121 & 9121A - County Rd. O'xings)(Sta. 405+40 to Sta. 406+60)

Shoring, Cribbing, etc.	All Req.		$	3,000.00
Structural Excavation	150 cu.yd.	$ 8.00		1,200.00
Structural Excavation Below Elevation Shown	20 cu.yd.	10.00		200.00
Furnish 10 BP 42 Steel Piling	980 lin.ft.	6.00		5,880.00
Drive Steel Piles	28 only	90.00		2,520.00
Splice Steel Piles	7 only	50.00		350.00
Class "A" Concrete (744 cu.yd. @ $85.00)	All Req.			63,240.00
Metal Reinforcement (187,400 lbs. @ $0.135)	All Req.			25,299.00
Preparation of Slopes	760 sq.yd.	2.00		1,520.00
Concrete Slab Riprap	760 sq.yd.	9.00		6,840.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	100 lin.ft.	5.00		500.00
	Subtotal		$	110,549.00

Type Code X281
(Brg. Nos. 9120 & 9120A - Benson Creek Interchange O'xings) (Sta. 55+55 to Sta. 57+29)

Shoring, Cribbing, etc.	All Req.		$ 4,000.00
Structural Excavation	380 cu.yd.	$ 8.00	3,040.00
Structural Excavation Below Elevations Shown	40 cu.yd.	10.00	400.00
Furnish 10 BP 42 Steel Piling	2,800 lin.ft.	6.00	17,160.00
Drive Steel Piles	72 only	80.00	5,760.00
Splice Steel Piles	18 only	50.00	900.00
Class "A" Concrete (642 cu.yd. @ $85.00)	All Req.		54,570.00
45' to 50' Type 3 Prestressed Beams	20 only	900.00	18,000.00
75' to 80' Type 3 Prestressed Beams	12 only	1,900.00	22,800.00
Metal Reinforcement (140,000 lbs. @ $0.135)	All Req.		18,900.00
Preparation of Slopes	950 sq.yd.	2.00	1,900.00
Concrete Slab Riprap	950 sq.yd.	9.00	8,550.00
3-inch Metal Unperf. Drain Pipe, Type "A" Coating	120 lin.ft.	5.00	600.00
	Subtotal		$ 156,580.00
	Subtotal		$ 614,641.50
	10% Engr. & Cont.		61,463.50
	Total		$ 676,105.00

Grade and Pave - - - - - - -	7.587 Miles
Grading only - - - - - - - -	1.046 Miles
No Work Sections - - - - - -	1.316 Miles
Structures (4) - - - - - - -	0.092 Mile
Total- - - - - - - - - - - -	10.041 Miles

Cost Per Mile Grade & Pave	$611,185.71
Cost Per Mile Grading only	$178,065.96

SUMMARY

Description	Total Cost	Federal Funds	State Funds
Grading	$ 186,257.00	$ 171,000.00	$ 15,257.00
Grading & Paving	4,637,066.00	4,277,000.00	360,066.00
Structures	676,105.00	623,000.00	53,105.00
	$5,499,428.00	$5,071,000.00	$428,428.00

LIME-MAUMEE COUNTY LINE SECTION

STATE WORK

Painted Wood Sign Posts	All Req. (13%)		$ 286.00
Type "C", "D" & "R" Signs in Place	38 sq.ft.	$4.00	152.00
Type "E", "F" & "G" Signs in Place	28 sq.ft.	4.25	119.00
Type "P" & "Q" Signs in Place	129 sq.ft.	6.00	774.00
			$1,331.00

RECEIVED
MAR 30 1970
FOR FILING

I-80N-7(18)311

6747

March 27, 1970

The Fidelity and Casualty Co.
of New York
160 Pine Street
San Francisco, California 94111

Gentlemen:

A fourth post-final payment for $25,000 will be made to Murphy Brothers, Inc., on Contract No. 6747 for grading, paving, structures, and signing on the Ione-Malheur County Line Section of the Old Oregon Trail in Baker and Malheur Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $4,972,058.73 including the post-final payment. Of the total $20,116.06 is for force account.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Murphy Brothers, Inc.
3811 E. Broadway
Spokane, Washington 99206

Pollett, Fisher & Carle, Inc.
1001 U.S. National Bank Bldg.
Portland, Oregon 97204

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Marr
H. S. Coulter

RECEIVED
MAR 13 1970
FOR FILING

I-80N-7(18) 341

6747

March 13, 1970

Oregon State Highway Commission

Gentlemen:

Murphy Bros., contractor on the Lime-Malheur County Line Section of I-80N. Contract No. 6747, in Baker County, presented what was originally a seven-part claim for additional compensation for the construction of this project. This was a $4.8 million contract covering complete construction of a 7 1/2 mile section of freeway which was completed in 1968.

Two parts of the original claim have been settled with an adjustment made in favor of the contractor which the Bureau of Public Roads approved. The remaining unresolved items were originally claimed in the total amount of $171,141 and include the following items which are discussed separately with originally claimed amounts shown.

Benson Creek Detour - $1,452.88 - This is for detour work at the easterly end of the project which was not specifically set forth on the plans. This item is not considered eligible for reimbursement because the contractor has the basic responsibility to conduct work in a proper manner with respect to traffic and the detour used merely met this obligation.

Asphalt Pavement - $50,809.07 - This is mainly related to an agreed change order under which the 3/4"-0 shoulder rock material was upgraded by mixing it with asphalt so as to function as a bituminous-treated base. The rock was produced by the contractor from a source of his own choice, and although it met the specifications as

it was produced, it was subsequently found that it was subject to degradation after being crushed and exposed to air and moisture. In an effort to overcome this degrading characteristic, it was felt desirable to upgrade the material and secure the best strength possible in the shoulder areas where it was to be used. The contractor did experience periods of low production and problems of moisture content and gradation on both this change order work and the regular A. C. paving work which was not involved in the price agreement change order. The treatment of the shoulder rock almost doubled the amount of asphalt paving type work. Although we do not believe the State in any way misrepresented the work intended by the price agreement when it was negotiated, the fact that a significant change was made and the contractor then experienced unusual difficulties in performing the changed work does create a situation wherein there could be basis for adjustment.

Additional Stone Base - $11,134.41 - This is for removal and replacement of 4,450 tons of stone base on approximately 3,300 feet of two-lane roadway after the base material was contaminated by wet subgrade material pumping up into it under hauling equipment when the contractor's work resumed following a winter shutdown. This became an issue at the time the damage became apparent and ultimately a shutdown order was issued which delayed further work and hauling until additional drying weather permitted normal operations. We find some basis for adjustment on this item because a fairly short completion time set forth in the contract required completion in June. This allowed insufficient drying weather time ahead of the later construction operations. It can be argued with some validity that we should have issued a shutdown sooner and thereby stopped the accrual of the contract time to alleviate the early hauling problem.

Time Liquidated Damages - $8,100 - This is for 27 days liquidated damages which still remain in effect after earlier time extension. This is closely related to the stone base item above since some three weeks' time was required to correct the damaged stone base and remobilize the work when it resumed after the spring shutdown order. Having sanctioned adjustment on the stone base matter, it follows that the time involved should also be extended.

Acceleration and Design Deficiencies - Delay Damages - $99,645 - This is a rather vague item apparently based on an alleged design deficiency such as the base thickness (also related to the stone base item above) and alleged improper and inadequate drainage of the subgrade. The claim is for extra costs for overtime, interest charges, standby equipment and scheduling incurred due to delay in completion of the project and efforts to minimize the delay. The contractor submitted extensive documentation on this item, but the claim is believed to be without merit.

Our Claims Review Board has investigated these issues and has attempted to work out a compromise settlement with the contractor. It now appears possible to secure a reasonable settlement and the Board has recommended a lump sum compromise in the amount of $25,000. This is substantially less than the original amounts claimed on the three items which the Claims Review Board finds basis for adjustment. I concur that such a settlement would be in the State's best interest and request your approval.

This matter will be on the agenda for your consideration at the March 17 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
F. D. Morgan
H. S. Coulter

JAB:fw sr

3-13-70
8:45 a.m.

Re Lime-Malheur Co. Line job.

Mr. Porter,

John Bond says that Murphy called and said he will accept $25,000 for a complete and final settlement of his claim. He will send a letter confirming this, and also understands that this is subject to Commission approval. He also said he will sign a price agreement.

ms

NOTED
R. L. PORTER

WILLIAM O. MURPHY

THORNTON C. MURPHY

GENERAL CONTRACTORS

MURPHY BROS., INC.

"We Move the Earth"

E. 3812 BROADWAY AVE. • SPOKANE, WASHINGTON • KE 5-1591
MAIL ADDRESS: P. O. BOX 2685, TERMINAL ANNEX
SPOKANE, WASHINGTON 99220

13 March 1970

State of Oregon
Department of Highways
Salem, Oregon 97310

Attention: Mr. John Bond, Secretary
Claims Review Board

Re: Contract No. 6747
Lime-Malheur County Line
Section
Old Oregon Trail Highway

Gentlemen:

This letter is to confirm the verbal compromise agreement made by telephone today with your office to settle all outstanding claims on the subject project.

We will accept a lump sum payment of $25,000.00 for a complete and final settlement of all claims on Contract No. 6747, Lime-Malheur County Line Section, Old Oregon Trail Highway, in addition to all payments which have been made to date. This compromise agreement is made with the understanding there will be no prejudice to either party and is subject to confirmation by the Highway Commission.

Very truly yours,

MURPHY BROTHERS, INC.

W. O. Murphy
President

NOTED
R. L. PORTER

GEG/fb/WOM

Copy to [illegible]
3-16-70

COPY

RECEIVED
MAR 16 1970
FOR FILING

I-8(11)-7(18)
6747

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5, 1970

SUBJECT: Lime-Malheur County Line
Contract No. 6747

To: Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. Tom Edwards
Mr. L. P. Shaw
Mr. V. E. Skoog
Mr. Leonard Lindas
Mr. C. G. Swenson

This will confirm the time of 10 A.M. Monday, March 9, 1970 for another meeting in the Small Conference Room No. 103 to consider the contractor's latest counteroffer on this claim. The money amounts on both sides of thi s claim are now as follows:

STATE'S POSITION

Return all liquidated damages	$ 8,100.00
Actual costs (to be confirmed by audit, with no profit percentage) on Stone Base claim	10,552.75
Total	$18,652.75 (subject to audit)

CONTRACTOR'S LATEST COUNTEROFFER

The above plus $8,000.

(The $24,000 figure mentioned in Mr. Klaboe's March 3 Memo refers to only the asphalt mix part of the claim.) At your last meeting with the contractor on November 21, 1969, he raised his total counteroffer from $35,000 to approximately $42,000. The contractor's latest counteroffer is apparently a reduction from about $42,000 to $26,652.75 (subject to audit as the matter now stands). The unresolved five parts of the claim which are still pending were originally claimed in the total amount of $171,141.36.

John A. Bond, Secretary
Claims Review Board

RECEIVED
MAR 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw

RECEIVED
MAR 4 - 1970
FOR FILING

FORM E-30 80M 10-68

I 80N-11(3)-11
6747

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 3, 1970

SUBJECT: Lime-Malheur County Line
Interstate 80N

To: MEMO TO THE FILE

William Murphy called today and offered to settle his claim on the Huntington Bypass Section of I-80N for $8,000 above our latest offer. (See John Bond's letter of February 4.) This is down from about $24,000 he demanded at the last Claims Review Board meeting.

I advised him that I would confer with the Board and get back to him.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
Leonard Lindas
V. E. Skoog
John Bond

RECEIVED
FEB 5 - 1970
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 4, 1970

Mr. W. O. Murphy, President
Murphy Bros., Inc.
P. O. Box 2665, Terminal Annex
Spokane, Washington 99220

R. L. PORTER

RE: Lime-Malheur County Line Section
Contract No. 6747

Dear Mr. Murphy:

The Claims Review Board has again reviewed your claims still pending on the subject project. This review included the matters you discussed with the Board on November 21 and also your November 25, 1969 letter.

The conclusion reached is that the State's final offer for a complete and final settlement of all claims on this project remains as set forth in my September 10, 1969 letter to you. A copy of that letter is enclosed for your convenience. This final offer consists of additional time extension on Part 6 of your claim and an adjustment on Part 4 for stone base restoration.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

JAB:fw
Attachment
cc: R. L. Porter
F. B. Klaboe
H. S. Coulter
E. S. Thompson

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

WILLIAM O. MURPHY

THORNTON C. MURPHY

GENERAL CONTRACTORS

MURPHY BROS., INC.

"We Move the Earth"

E. 3812 BROADWAY AVE. • SPOKANE, WASHINGTON • KE 5-1591

MAIL ADDRESS: P. O. BOX 2665, TERMINAL ANNEX

SPOKANE, WASHINGTON 99220

25 November 1969

Routing

Morgan
Becker
Bond
Walker
Peets
Swan
Glenn
Litchfield
Stein

RECEIVED
NOV 28 1969
CONSTRUCTION DIVISION

State of Oregon
Department of Highways
Salem, Oregon 97310

Attention Mr. John Bond, Secretary
Claims Review Board

Re: Contract No. 6747
Lime-Malheur County Line Section
Old Oregon Trail Highway

Gentlemen:

Upon receipt of your letter of September 10, 1969, outlining the current status of our pending claims, we requested and received another hearing with the Claims Review Board to clarify the facts concerning the asphalt paving claim, Item No. 3, which had, earlier, been rejected by the Board. At the request of the Claims Review Board, we are submitting a written resume of the points discussed with the Board in our meeting with them on Friday, November 21, 1969:

1. The aggregate for the 3/4 -0 material in the stone leveling course and the Class B asphaltic concrete was produced in 1966 for the entire project, and much of it was stockpiled for use in 1967. The source was acquired by the State at the request of the contractor and approved for use on this project. Although most of the rock in the quarry would meet State specifications, only the best quality in the pit was used in the A.C. aggregate stockpile. Tests were run on this aggregate during the winter and spring 1966-1967, in which the rock met all required specifications, but was still not suitable for the desired uses due to a tendency to degrade.

2. Price Agreement No. 17 was negotiated in May, 1967, to upgrade the finished product by changing material in stone leveling course to bituminous base mixture, and furnished hydrated lime in both the asphalt mixtures. In order to

NOTED
R.L. PORTER

decrease the cost to the contractor in performing this work, P.A. No. 17 also deleted the requirement for separation of coarse and fine aggregate to allow the use of 3/4 -0 material for both the bituminous base (new work) and the base course of the original contract work.

3. During negotiations for the price agreement, the resident engineer for the State held private meetings with the paving subcontractor (who was ill) in order to explain the scope of the work and procedures allowable to keep the costs to a minimum. After these meetings, the subcontractor reduced his price to us by $0.30 per ton for doing the changed work. The subcontractor relied heavily on the testimony of the resident engineer as to job conditions and prospective requirements in quoting his price to us.

4. At a later date (September, 1967), it was found that our subcontractor could not obtain lime for the price quoted. Accordingly, the State approved Price Agreement No. 20 allowing for an increase in price due to this differential.

5. During the actual production of the asphalt mix, the State prepared a gradation curve for a design mix based on the average of the samples taken in the piles. This design gradation was then used as a strict control in production, instead of allowing the subcontractor to pull his screens and run the material pit run.

6. Due to the changes in requirements from that anticipated in negotiations for the price agreement and the inherent degradation and moisture condition in all the rock from the State-approved source, the subcontractor had a much slower production than anticipated, plus he rejected a large quantity of aggregate. In addition to increasing his production costs, the excess aggregate loss had to be replaced from other sources at a much higher price.

7. According to our records, there was a total mix of 41,234 tons composed of the following:

Bituminous Base	16,408 Tons
Bituminous Mix, base course	19,741 Tons
Bituminous Mix, top course (Unchanged by P.A. No. 17, except for lime additive)	5,085 Tons
	41,234 Tons

Additional rock rejected:

Mixed with asphalt	2,147 Tons
Rejected at plant*	1,145 Tons
	3,292 Tons

*More was rejected, but fed back, screened, and used later.

We hope the above information clarifies some of the facts surrounding this claim. We feel these indicate a definite responsibility for the State to assume the increased costs of this work, which were due to no fault of the contractor.

Detailed data supporting these extra rock costs and other elements have been previously submitted to you. Please advise us if additional information is needed.

Very truly yours,

MURPHY BROTHERS, INC.

Gilbert W. Gray
Project Manager

GWG/cq

12-2-69 Copies to:
R. L. Porter
F. B. Klaboe
Tom Edwards
G. E. Rohde
V. E. Skoog
C. G. Swenson
H. S. Coulter
E. S. Thompson
per John Bond.

fw

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DEC2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

TEL. PENDLETON 276-6281

P. O. BOX 272

PERCY E. JELLUM
CONTRACTOR, INC.

PENDLETON OREGON

May 15, 1967

Murphy Brothers, Inc.
P. O. Box 652
Ontario, Oregon 97914

Dear Sirs:

Dave, I talked to Mr. Thompson today and discussed proposed black base and or A.C. paving alternated.

We noe propose the following in lieu of our earlyer proposal.

Alt. (1) Delete item (21) Bituminous Base and substitute the following.
Useing 3/4-0 material in stone base for making a Bituminus base mixture.
Approx. 17,500 tons @ $ 3.20 per ton.

Alt (2) Using 3/4-0 material in stone for making an asphaltic concrete.
Approx. 17,500 tons of class B mixture @ $ 3.20 per ton.

All other items remain the same. The increase in asphalt in bituminous mixture the price is to remain the same.

We also propose to move the A.C. aggregate to across the road adjacent to the 3/4-0 L.C. stockpile no charge.

Hoping the above will be satisfactory and questions will be gladly discussed.

Yours Truly
PERCY E. JELLUM CONTRACTOR, INC.

Percy E. Jellum, Pres.

TEL. PENDLETON 276-5281

P. O. BOX 272

PERCY E. JELLUM
CONTRACTOR, INC.

PENDLETON OREGON

May 15, 1967

Murphy Brothers, Inc.
P. O. Box 652
Ontario, Oregon 97914

Dear Mr. Gray:

I feel that I should mention to you that in working with Mr. Thompson today, many things were clarified and was not quite so complicated, is the reason for the change in price on the alternates.

One other thing I think should be brought out with you that we should not go over the actual contract price that you have now on items 18, 19, 21, 22, 23 & 24.

Another thing that I brought up was that we should have additional time for the increased contract amount.

Hoping the above will be clear.

Yours Truly
PERCY E. JELLUM CONTRACTOR, INC.

Percy E. Jellum

Percy E. Jellum, Pres.

PERCY E. JELLUM CONTRACTOR INC.

PENDLETON OREGON

May 5, 1967

MURPHY BROS. INC.
P. O. Box 912
Ontario, Oregon 97914

Dear Sirs:

I am terribly sorry for such a delay in answering your letter of April 10, 1967. I am writing this now from my hospital bed.

Regards 1% additive of lime for mix, our regular price is 1 cent per pound used or $20.00 per ton, or approximately 20¢ per ton added cost to A.C.

We can get the lime there locally as I have used it before and it will enhance the mix tremendously.

In regards to your last question regarding changing blackbase to A.C. base there is no objection on our part as long as rock is available.

Give my regards to Tommy sorry about my delay.

Yours Truly
PERCY E. JELLUM CONTRACTOR, INC.

Percy E. Jellum, Pres.

PEJ:jdl

RECEIVED
JAN 2 2 1970
FOR FILING

Allstate

I-80N-7(10)341
6747

District Service Office
851 Vista Avenue
P.O. Box 7385
Boise, Idaho 83707
Phone: Area Code—208 342-8966

January 20, 1970

Re: Lucille Miller vs. Murphy Bros.
U. S. Dist. Court, County of Ada
Accident Date: 12.27.66
File: 17W32590

Forrest Cooper, Highway Engineer
State of Oregon - Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

You will be glad to know that the above alwsuit has been concluded. The suit resulted from your auto accident and was defended by attorneys we retained on your behalf.

An accident lawsuit is an unpleasant experience and we sincerely hope that you will not have to go through it again. But if you do, you can be sure that we will be ready to stand by you.

It's a pleasure to serve you.

Sincerely,

Gary Preston

Gary Preston
Casualty Claim Supervisor

GP:rh

NOTED
R. L. PORTER

RECEIVED
JAN 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30-X (12-64)

6747

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 13, 1970

SUBJECT:

To: Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. Tom Edwards
Mr. G. E. Rohde
Mr. V. E. Skoog
Mr. C. G. Swenson

Attached is a summary of the 1969 Claim Board reviews. This was the second complete calendar year for the Board and the third year of its existence. The following is noted in the 1969 activities:

1. Seven controversies were before the Board compared with 11 in 1968.

2. Although there were fewer claims before the Board, the original claim amounts were over three times the 1968 total.

3. The Board sanctioned some additional compensation on every 1969 claim. In 1968 two were rejected entirely.

4. 1969 includes the largest settlement yet approved (the Canyon Road haul claim on N.W. Johnson-S.W. Montgomery Section) and also the next largest (Roberts Mountain-Myrtle Creek). This latter settlement disposed of what for some time had been our oldest claim.

5. The proportion of complete settlements secured was poorer in 1969 even though the two largest claims mentioned above were completely settled. Three of the 1969 claims are not settled.

John A. Bond, Secretary
Claims Review Board

JAB:fw
Attach.

NOTED
JOHN EDWARDS

RECEIVED
JAN 15
OFFICE OF
STATE HIGHWAY ENGINEER

SUMMARY OF 1969 CLAIM BOARD REVIEWS

Claim Review No.		Amount Claimed	Review Action Amount	Contractor Acceptance	
15	Glendale Jct.-Coyote Cr.	$ 34,061.21	$ 25,000.00	Yes	- 6519
8b or 16	Lime-Malheur Co. Line	171,141.36 (T) Revised to approx. 42,000.00	18,652.25*	No	- 6747
17	Main St. (K. Falls) Bridge	106,784.28 (T)	3,633.43 & paid	No	- 6895
18C	Murder Creek Signing	12,522.82 (T)	7,350.00	No	- 7168
19C	Roberts Mtn.-Myrtle Cr.	418,070.36 Revised to 67,000	67,000.00	Yes	- 6451
20	NW Johnson-SW Montgomery	(248,434.47) Revised to 85,953.10	85,953.10	Yes	- 6832
21	S. Baker Interch.-Encina	43,900.00 (T)	4,500.00	Yes	- 7019
		$1,034,914.50	$212,089.28		

* This claim is still under consideration. Amounts shown are most recent status of negotiations. Amounts involved in parts previously settled are not included ($13,129.21 paid on $15,376.04 claimed).

C Reviewed a Staff level recommendation - contractor not present.

(T) Claim includes some time liquidated damages.

JAB:fw
1-12-70

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FOR FILING

I-8(1)-7(x)241
6747

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1969

SUBJECT: Lime-Malheur County Line
Cont. #6747; ¾"-0 PMBB
Design

To: F. D. Morgan
Construction Engineer
Office

Attention: John A. Bond

In reply to your letter requesting information on subject PMBB mix design, the laboratory design #822769 was made using aggregate sample #820643 and Chevron 60-70 asphalt. The design gradation used is the average of 119 level course field control samples representing aggregate produced during the period from June 30, 1966 to September 19, 1966. The data sheet #42725 for the mix design aggregate sample and the mix design request indicates that the ¾"-0 was sampled from the stockpile on May 1, 1967.

Since the AASHO T-165 Retained Strength values obtained in the design were below 70%, two series of supplemental tests were made using Husky and Chevron asphalt in mixes with and without hydrated lime. Data sheets for the aggregate submitted for these tests, #42726 and #42728 both indicate that the materials were sampled from the stockpiled ¾"-0 base material. Test specimen gradation for both series of tests, report #825221 and #829293, were the same as that used on the initial design.

Attached are copies of data sheets and reports referred to above.

JOHN C. JENKINS
Engineer of Materials & Research
by

J. E. WILSON, JR.
Asst. Engineer of Materials
and Research

RECEIVED
DEC 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JEW:go

cc Porter
Kinnee
Edwards
Fee McBride
Hall

NOTED
F. B. KLABOE

Routing
Morgan
Decker
Bond
Walker
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RECEIVED
DEC 4 1969
CONSTRUCTION
DIVISION

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NOV 24 1969

11-20-69

FOR [illegible]

I 0-N-7(4)-41
6117

[illegible] 7.5 miles

Contract Awarded November 26, 1965

Stipulated Completion June 30, 1967

Actual Completion March 17, 1968 *

Contract Amount $4,818,210

Actual Cost (Paid Contractor) $4,988,989.52

(Total project authorization is underrun 1.40%)

* Time extensions granted for one and one-half work periods, plus 82 days for change in Hornbrook base, 10 days for late gravel and 7 days for inclement weather. These extensions established a revised completion date of January 19, 1968 leaving 27 days liquidated damages in effect at $300 per day.

ORIGINAL CLAIMS

Claim Board reviewed 4-15-68	1. Concrete Paving Steel Chairs	$ 12,946.04	$10,699.21	
	2. Benson Creek Detour	1,452.88		
Claim Board reviewed 4-3-69	3. Asphalt Paving	$ 50,809.07	$13,129.21 Paid on PA No. 25, 6-9-69.	
5-2-69	4. Additional Stone Base (restoration)	11,134.41		
6-23-69	5. Additional Stone Level Course	2,430.00		
8-15-69	6. Time Liquidated Damages	8,100.00		
	7. Acceleration and design deficiency	99,645.00		
		$186,517.40		

$171,141.36 on remaining 5 parts

CURRENT STATUS

State Offer: $ 8,100.00 on Part 6
+ 10,552.75 on Part 4 (subject to audit)
Tentative $18,652.75 to Settle all.

Contractor counter-offer $35,000.00

Difference $17,347.25

186
24000
42,600.-

Revised
11-20-69
JAB:fw

NOTED
F. B. KLABOE

[illegible] 1969

FOR FILE

I FCN 7(18) 3411
6141

November 12, 1969

Percy E. Jellum Contractor, Inc.
P. O. Box 272
Pendleton, Oregon 97801

Gentlemen:

Thank you for your letter of November 8 advising us that you are releasing your claim against Murphy Brothers, Inc., and the Fidelity & Casualty Company of New York. You state that a settlement has been made acceptable to both parties.

Our records indicate that this is in reference to the Murphy Brothers, Inc., Contract No. 6747 for grading, paving, structures, and signing on the Lime-Malheur County Line Section of the Old Oregon Trail in Baker and Malheur Counties. This claim was filed with the Secretary of State on September 6, 1966, and was assigned his File No. 4395.

This information is being noted in our records and we will advise the contractor and surety of the receipt of your letter.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:cr

cc: Fidelity & Casualty Co. of New York
Pallett, Fisher & Carle, Inc.
Murphy Brothers, Inc.
Commission

NOTED ON CARD
11-12-69 CR

TEL. PENDLETON 276-5281

P. O. BOX 272

PERCY E. JELLUM
CONTRACTOR, INC.

PENDLETON OREGON

Nov. 8, 1969

Secretary of state
State of Oregon
Salem, Oregon

Mr. Floyd Query, Secretary
Oregon State Highway Dept.
Salem, Oregon

Re: OSHD Contract No. 6747
Lime-Malheur County Line
Murphy Brothers, Inc. Contr.
File No. 4395 dated 9/6/68

Gentlemen:

The undersigned Percy E. Jellum Contractor, Inc. herewith releases his claim against Murphy Brothers, Inc. and the Fidelity & Casualty Company of New York, the surety on the above project. Settlement has been made acceptable to both parties.

PERCY E. JELLUM CONTRACTOR, INC.

By _____
Percy E. Jellum, President

PEJ:jdt

NOTED
FLOYD QUERY

RECEIVED
NOV 10 1969
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
NOV 5 - 1969
WILLIS R. MURPHY

I-5 (11) W. (1) 341
6141

THORNTON C. MURPHY

GENERAL CONTRACTORS

MURPHY BROS., INC.

"We Move the Earth"

E. 3812 BROADWAY AVE. • SPOKANE, WASHINGTON • KE 5-1581
MAIL ADDRESS: P. O. BOX 2665, TERMINAL ANNEX
SPOKANE, WASHINGTON 99220

16 October 1969

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnsen
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
OCT 28 1969
CONSTRUCTION
DIVISION

Mr. John A. Bond, Secretary
Claims Review Board
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Sir:

This will acknowledge receipt of your letter of October 13, 1969, concerning claims on our Contract No. 6747 at Huntington. We do not feel that all pertinent facts have been considered regarding Percy Jellum's asphalt paving claim. Therefore, we request one final meeting with the Claims Board to discuss only the asphalt paving claim on this contract. It is our hope that this one discussion would lead to a complete settlement of this contract.

Sincerely yours,

MURPHY BROTHERS, INC.

W. O. Murphy
President

WOM/cq

11-5-69 Note to Bond: Invite Mr. Murphy to another meeting. I doubt we need Division or Resident Engineer at meeting.

FBK

RECEIVED
OCT 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
OCT 14 1969
FOR FILE

OREGON STATE HIGHWAY DEPARTMENT

I-5(11)-7(12)341
6747

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 13, 1969

Murphy Bros., Inc.
P. O. Box 2685
Terminal Annex
Spokane, Washington 99220

Attention: Mr. W. O. Murphy

RE: Lime-Malheur County Line Section
Contract No. 6747

Gentlemen:

In response to your September 17 letter, I must advise that all the claims on this contract have been thoroughly considered and the State's position is as indicated in my September 10, 1969 letter.

The State finds no part of the asphalt paving claim to be justified. The State's offer, as summarized in my September 10 letter, remains the last offer and is considered final as of that date.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

NOTED
R. L. PORTER

JAB:fw

bc: R. L. Porter
F. B. Klaboe
H. S. Coulter

RECEIVED
OCT 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 19 1969

WILLIAM O. MURPHY

THORNTON C. MURPHY

FOR FILE

I-KN-7(18)341
6747

GENERAL CONTRACTORS

MURPHY BROS., INC.

"We Move the Earth"

E. 3812 BROADWAY AVE. • SPOKANE, WASHINGTON • KE 5-1591
MAIL ADDRESS: P. O. BOX 2685, TERMINAL ANNEX
SPOKANE, WASHINGTON 99220

17 September 1969

Routing: Morgan, Decker, Bond, Walker, Boehme, Johnsen, Peste, Swan, Glenn, Litchfield, Gallagher, Stein

RECEIVED
SEP 23 1969
CONSTRUCTION DIVISION

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. John Bond, Secretary
Claims Review Board

Gentlemen:

We are in receipt of your letter of September 10, 1969, concerning the present status of claims on Contract No. 6747, between Huntington and Lime.

Our position remains that something will have to be paid on Item 3 of our total package to settle this problem. Under this Item 3, Percy Jellum, our asphalt paving subcontractor, has filed a claim for $50,807. He remains adamant in his position, and as you know, has filed a lien against this contract.

Therefore, before we can settle with the State of Oregon, we feel that the State should render some offer to us on behalf of Percy Jellum for settlement of this Item 3. If some offer can be made on this item, we will forward it to him in the hope that he will accept same.

If a reasonable offer were to be made, we think it will be possible, on the basis of your letter of September 10, to settle in full all claims on this contract.

Sincerely yours,

MURPHY BROTHERS, INC.

W. O. Murphy
President

WOM/cq

cc Porter
Kiaus

NOTED
R. L. PORTER

RECEIVED
OCT 8 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 10 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

I-ION-1(10)511
6747

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

RECEIVED
R. L. PORTER

September 10, 1969

Murphy Bros., Inc.
P. O. Box 2685
Terminal Annex
Spokane, Washington 99220

RE: Lime-Malheur County Line Section
Contract No. 6747

Attention: Mr. Bill Murphy

Gentlemen:

This letter is to set forth for the record the status of your claims for additional compensation on the subject project.

A verbal compromise offer to you has been made on behalf of the State for a complete and final settlement of all claims, without prejudice to the State and subject to confirmation by the Highway Commission. Said offer consisted of:

1. Return of the remaining time liquidated damages in the amount of $8,100.

2. Plus the actual costs, to be confirmed by an audit and with no profit percentage added, of the additional stone base claim which has been designated as Item No. 4 and which was originally claimed in the amount of $11,134.41.

These two components mentioned above were to be in addition to the $13,129 already paid to you on Price Agreement No. 25.

It is our understanding that your last counter offer stands at $35,000 claimed in addition to the amount already paid on the above-mentioned Price Agreement 25 for a complete settlement of all claims. This counter offer has been considered and rejected by the Claims Review Board.

Very truly yours,

John A. Bond

John A. Bond, Secretary
Claims Review Board

RECEIVED
SEP 10 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:fw
bc: R. L. Porter
F. B. Klaboe
H. S. Coulter

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

August 19, 1969

SUBJECT: Lime-Malheur County Line Section
Contract No. 6747

To:

Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

NOTED
R. L. PORTER

As instructed, I called Bill Murphy this morning to convey to him the compromise offer which was discussed by the Claims Review Board last Friday.

I learned early in the conversation that Mr. Murphy's earlier counter offer of a $35,000 settlement was intended to be in addition to the $13,129 which we have already paid on Price Agreement No. 25 to settle Parts 1 and 5. In other words, we have a difference between $35,000 which Mr. Murphy requests and $18,652 which the Board sanctioned as an additional compromise settlement.

Our latest offer stands rejected by Mr. Murphy. I told him I would report this status back to you.

John A. Bond, Secretary
Claims Review Board

JAB:fw

RECEIVED
AUG 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 2 - 1969
FOR FILING

I-90N-7(12)341
6747

August 26, 1969

Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

A post-final payment for $13,129.21 will be made to Murphy Brothers, Inc., on Contract No. 6747 for grading, paving, structures and signing the Time-Malheur County Line Section of the Old Oregon Trail in Baker and Malheur Counties, as soon as the warrant is prepared.

The total amount paid on this contract will be $4,947,058.73, including the post-final payment. Of the total, $20,116.06 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

sss

Murphy Brothers, Inc.
3812 E. Broadway
Spokane, Washington 99206

Pallett, Fisher & Carlo, Inc.
1001 US National Bank Bldg.
Portland 4, Oregon

RECEIVED
AUG 8 1969

FOR FILING

I-84N-7(12)341
6747

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 7, 1969

To: Memo to File

SUBJECT: Lime-Malheur Co. Line Section
I-80N, Baker County
Contract No. 6747

On this date, Bill Murphy called at the office regarding his claim on Contract No. 6747. He stated that he could not accept the State's offer of $20,000 but would settle for $35,000.

Mr. Murphy further stated that he felt the State was in error in negotiating a change with the subcontractor rather than with the prime and reiterated that because we required the subcontractor to comply with a gradation specification on the black base, he had to reject material that base specifications normally provide as acceptable; and, in turn, he had to bring in extra aggregate.

I told Mr. Murphy that we would convene the Claims Review Board and discuss the matter again.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Tom Edwards
F. B. Klaboe
G. E. Rohde
V. E. Skoog
John A. Bond - Please arrange a meeting of the Board at your earliest convenience.

RECEIVED

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: May 8, 1969

In reply refer to: 08-35.1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6747

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER
Lets discuss.

SUBJECT: Oregon I-80N-5(29)204, Pendleton Bypass

Mr. Porter's April 22 letter expressed your concern in regard to the cracking which has occurred on the Stanfield Junction - Pendleton Section and the Lime - Malheur County Line Section projects.

A careful review has been made of this project, along with the others, in connection with the performance of similar pavements. Any change in the base course on the Pendleton Bypass is not supportable, and therefore I am unable to concur in your request.

This office does not share your concern. A review of the design indicates that it is conservative. The cracking which has occurred is the result of temperature change, and consequently it is not controlled by the amount of base course. The pavement cracking is following the expected pattern for this type of design.

As time progresses, the cracking will approach a spacing which is dependent upon the maximum temperature change -- and from my experience in other areas it may become less than 4 1/2 feet; however, the cracks are always tight because of the steel and the performance of the pavement has been of good service extended over many years. It is expected that the Highway Department can expect the same type of service from these pavements.

I am returning the photographs as requested.

Encls
Photos

NOTED
F. B. KLABOE

expires 5-14-69

Barbee - Decker
By Asst. State Hwy. Engr.

RECEIVED
MAY 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Please discuss with me change to CRPCC to mesh RPCC before we finalize any further PCC plans. JJK

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 22, 1969

Mr. R. E. Simpson, Division Engineer
Bureau of Public Roads
477 Cottage Street, NE.
Salem, Oregon 97301

Dear Sir:

The continuously reinforced concrete pavement between Stanfield Junction and Pendleton on I-80N shows a marked increase in the crack pattern between the right-hand travel lane and the inside lane. While this seems to be normal to an extent, the amount of crack that has developed in this section gives us some cause for concern.

You may recall that prior to constructing this unit, we discussed the feasibility of increasing the thickness of the base rock. While it is too late, of course, to do anything on the Stanfield Junction-Pendleton Section, it is our opinion that some upgrading is in order on the Pendleton Section. This could be accomplished by cement treatment of the base rock or possibly by some other means.

It would be appreciated if you would give this matter your attention to the extent of a personal inspection if it can be arranged.

Attached are some pictures showing the cracks on the Stanfield Junction-Pendleton Section, together with a copy of the inspection report. Please return the pictures to us when you have finished with them as they are somewhat difficult to duplicate.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
Deputy State Highway Engineer

Att.
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan

RECEIVED
AUG 18 1969

FORM E-20 (12-67)

FOR FILING

I-80N-7(18)341

6747

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 17, 1969

SUBJECT: Lime-Malheur County Line Section
Contract No. 6747

To: Mr. R. L. Porter
Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. G. E. Rohde
Mr. C. H. Maison

The Board requested that an attempt be made to develop further facts concerning Part 3 of this claim in an effort to learn the extent of the rejection of plant mix bituminous base material which was covered by Price Agreement No. 17. The rejection or loss of this 3/4"-0 material occurred in two different ways -- rejection of mix after it had been mixed with asphalt, and rejection of aggregate only within the plant operation itself. The following information is offered:

1. Attached is a tabulation of the day to day paving plant operation showing the pay quantities and the weighed rejected quantities of both A. C. and bituminous base mix. You will note considerable switching back and forth from each type of work. Where a reason for the rejection of mix could be determined from the records, it has been shown in the "Remarks" column. On only one day (October 30) was there mention of rejection of bituminous base related to gradation. On the other days where a reason was given, it was related to asphalt or moisture content.

2. The paving plant inspector did not keep a separate diary. The daily plant reports are the only record available from the inspector.

3. The paving plant was always operated with screens in place.

4. Mr. Shirley has talked to the Inspector who recalls there was some rejection of material, mostly fines, in the plant during bituminous base work.

5. The project diaries have been reviewed for the entire paving period and several references to the pre-drying and paving plant operation were found, none of which can be specifically related to the bituminous base Price Agreement No. 17 operation.

6. The Division Office reports that the mix design for the bituminous base was to set an asphalt content. A broad gradation requirement was followed being the same as the 3/4"-0 gradation requirement that applied when the material was crushed, and a moisture content requirement (not to exceed 1/2 of 1 per cent -- from Supplemental Standard 315.)

NOTED
R. L. PORTER

7. I have contacted Mr. Gray of Murphy Bros. inquiring as to the derivation of the 1,145 tons which he states in his August 13, 1968 letter (Page 3) was rejected in the plant after drying and which was never mixed with asphalt. He stated that this was from an actual measurement of the remaining pile of reject material after all paving was finished. He made the measurement himself about a week after paving was completed and just before the pile was leveled off as a part of the general clean-up operation. He would supply copies of the measurement notes if we request. This quantity was rejected during both the regular AC and the bituminous base operations. His claim component of 3,283 tons was derived by adding all the weighed reject of both regular AC and bituminous base plus the 1,145 tons converted from the remeasure mentioned above.

You will note from our tabulation that we can account for 775 tons of weighed bituminous base mix rejected. This, plus some part of the 1,145 tons allegedly remeasured, would be the total bituminous base rejected quantity for all reasons.

John A. Bond, Secretary
Claims Review Board

JAB:fw
Attach
cc A. F. Parson
Attn: Mr. Alfred Shirley, Jr.

RECEIVED
APR 17 1969
STATE HIGHWAY ENGINEER

Form E49x

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET 1 OF 3 SHEETS

Summary of Daily Paving Plant Reports

Lime - Malheur Co. Line
Cont. 6747

SP-FS4

Date	Tons MIX	AC	Reject	Remarks
1961 8-31		337.26	7.51	Down 30 min. for adjustments.
9-3	770.24		56.42	Adj. bins after 1st sample. Shut down at 3:33 - Out of asph.
12	937.57		43.64	Lost 1 hr. waiting for trucks.
13	727.12		29.74	Changed asph. pump sprocket 2:40 P.M.
14	711.57		36.79	Lost 1 hr (No reason given)
15		927.12	17.99	Ran fairly steady all day.
16		670.20	25.82	
18		60.22	10.44	Down 7:15-10:30 - Broken pug mill. Down for lay 11:15 - Broken lime line.
19		726.35	9.89	Reduced feed trying to reduce moisture.
20	693.94		23.55	Contractor will adjust plant
20		256.17	28.82	
21	655.64		12.72	Shut down at 8:45 - Excess moist. Started at 11:00. w/drier mix Down again 3:30, still too much moist. Contr. started pre-drying at 3:30 P.M.
22	637.73		6.11	Lost ¾ hr. for plant repair.
25	965.74		7.96	Ran steady all day.
26	910.65		18.72	Lost ¾ hr. to clean dust from plant.
27	734.26		14.63	
28	836.03		17.91	Down ¾ hr for plant repair. Ran out of lime 11:00.
29	931.57		62.57	Down 1½ hr. Reject due to little moisture.
Oct 4		725.12	20.71	Contr. changing bin openings, trying to get in spec.
5		1000.54	47.26	
6		663.16	7.97	Contr. adjusting bin openings.
7		967.75	25.52	
9	1165.13		111.27	
10	[illegible]		12.27	Rej due to [illegible]
11	171.30		3.71	
11		872.18	6.90	Shut down for repairs at 5:00 P.M.

Form E40x

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 2 OF 3 SHEETS

Summary of Daily Equipment Reports

Line - No. Four Section

Cont. 1941

Date	B.M.S.	A.C.	K.S.T.			Remarks					
Oct. 12		315.15	13.24								
13		1321.74	66.37								
14		1126.47	35.09	Ran	quite	steady all day.					
16		1093.32	1.83	Down	9:00 -	1:15 - Motor failure on lime feed.					
18		548.99	26.52	Down	9:25 -	1:30					
19	700.51		20.09	Down	7:35 -	12:15 - Motor failure on cold feed.					
22		954.75	20.41								
23		1104.05	29.36								
24		942.59	3.14	Down	8:00 -	3:40 - Loader broke down					
25	142.60		—								
25		1039.75	35.54								
26		1401.04	33.25	Ran	fairly	steady all day.					Rain - dusty no fines screened out.
30	537.62		29.04	Plant	broke	down	11:00 -	2:30.			
31	960.74		47.57								
Nov. 1		671.46	38.74								
2	248.39		5.25								
2		573.29	30.87								
3	972.56		26.47								
4	320.75		—								
4		324.33	5.75								
6		1023.67	89.86								
7		147.66	7.03	Many	delays	- Trucks.	Changed	screen	openings		
9		466.69	31.12								
9	229.75		45.33								
9		195.62	57.52								
10	150.34		7.42								

Form E49x

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 3 OF 3 SHEETS

Summary of Daily Density Reports

Line - Minor St. Line

cont. 6247

Type	Date	AC	Reject			Comments					
Nov. 13	7-25-69		14.33								
13		453.09	67.77	Approx.	35%	of aggr. hauled from Butler					
14		437.16	13.59								
15		315.59	21.01	(Cl. "D" Mix, required by engr.)							
15		479.93	12.57	Mix field modified by reducing asphalt content due to use of better quality (Durkee) aggregate.							
16		173.23	2.27	(Cl. "D" mix, required by engr.)							
16		356.18	62.30	Mod. mix (Durkee agg.)							
17		900.03	65.71	"	"	"	"				
18		460.23	9.95	"	"	"	"				
		Total Reject:		774.87		PMSR					
				1372.22		AC					
				2147.09							
		Inspector: Max Ferguson									

Revised 7-17-69

FORM E-30 (12-67)

ROUTED
R. L. PORTER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1969

SUBJECT: Lime-Malheur County Line Section
Contract No. 6747
Claim Review

To: Mr. A. F. Parson
Division Engineer
State Highway Department
P. O. Box 850
LaGrande, Oregon 97850

ATTENTION: Mr. Alfred Shirley, Jr.

As I discussed with you briefly late yesterday, the Claims Review Board has asked that we try to determine the facts concerning the alleged rejection of quantities of Plant Mix Bituminous Base material produced under Price Agreement No. 17 that were allegedly rejected due to our enforcing some gradation requirement.

We have reviewed the daily reports available here covering the paving plant operation and have compiled the attached tabulation of both bituminous base and A. C. production chronologically. You will note this shows a total of 991.6 tons of bituminous base rejected but with the reason given on only a few of the days. This rejected quantity probably does not quite get to the heart of the matter anyway in that this is apparently mix that is rejected as mix after it has gone through the plant. There is no indication on the reports of the existence or extent of rejection on screens within the plant operation itself.

Records here show that the project diaries are in the hands of Resident Engineer Thompson. Please pursue this further and try to give us some early advice. I understand that the A. C. Plant Inspector, Max Ferguson, is available at LaGrande.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc R. L. Porter w/attach.

RECEIVED
APR 4 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Form F-10x

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET 1 OF 3 SHEETS

Summary of Daily Paving Plant Reports

Lime - Malheur Co. Line
Cont. 6747

SP-TM

Date 1967	Tons PMBB	AC	Reject	Remarks
B-31		337.26	7.51	Down 30 min. for adjustments.
9-8	770.24		56.42	Adj. bins after 1st sample. Shut down at 3:33 - Out of asphalt
12	937.57		43.64	Lost 1 hr. waiting for trucks.
13	727.12		29.74	Changed asphalt pump sprocket 9:45 AM
14	710.57		56.73	Lost 1 hr (No reason given)
15		927.12	17.99	Ran fairly steady all day.
16		667.90	25.32	
18		60.22	10.44	Down 7:15-10:30 - Broken pug mill. Down for day 11:15 - Broken lime chute
19		926.35	9.89	Reduced feed trying to reduce moisture.
20	693.04		28.55	Contractor will adjust plant
20		256.17	28.39	
21	655.69		12.92	Shut down at 8:45 - Excess moist. Started at 11:20 w/drier mix. Down again 3:30, still too much moist. Contr. started pre-drying at 3:30 PM.
22	637.73		6.11	Lost ¾ hr. for plant repair.
25	965.94		7.96	Ran steady all day.
26	910.55		18.72	Lost ¾ hr. to clean dust from plant.
27	754.26		14.68	
28	436.32		19.91	Down ¾ hr for plant repair. Ran out of lime 11:00.
29	931.59		23.59	Down 1½ Hr. Reject due to little or no asphalt.
Oct. 4		712.17	29.71	Contr. changing bin openings, trying to get in spec.
5		1099.54	47.26	
6		663.16	7.97	Contr. adjusting bin openings.
7		969.78	65.62	
9	1163.13		111.29	
10	1323.33		97.95	Rej due to low asphalt content
11	191.39		3.71	
11	372.15		6.90	Shut down for repairs at 5:00 PM

Form 5464

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET 2 OF 3 SHEETS

Summary of Daily Paving Plant Reports

Lime - Malheur Co. Line
Cont. 6747

Date	PM B B	A C	Reject			Remarks				
Oct. 12	---	816.15	136.25							
13		1024.74	66.87							
14		1166.47	85.07	Ran	quite	steady all day.				
16		1098.62	1.83	Down	9:00 -	1:15 - Motor failure on lime feed.				
18		848.99	86.52	Down	10:25 -	1:30				
19	700.89		20.09	Down	7:35 -	12:15 - Motor failure on cold feed.				
20		954.75	20.41							
23		604.05	29.36							
24		942.59	3.14	Down	8:00 -	8:40 - Loader broke down				
25	142.60		—							
25		1039.75	35.54							
26		1401.04	38.25	Ran fairly steady all day.						
30	587.62		29.04	Plant broke down		11:00 - 2:30.				Reject due to no fines & excess asphalt
31	960.94		47.57							
Nov. 1		671.46	38.74							
2	248.39		5.05							
2		593.29	30.87							
3	972.56		26.47							
4	320.95		—							
4		824.38	5.75							
6		1023.67	89.86							
7		149.66	99.03	Many delays & Confusion. Changed Sprocket on Asphalt Pump						
8		466.39	3.33							
9	291.75		45.33							
9		195.12	57.52							
10	156.34		7.42							

Form 819x

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET 3 OF 3 SHEETS

Summary of Daily Paving Plant Reports

Lima - McVhour Co. Line
cont. 6747

Date	PMBB	AC	Rejects	Remarks
Nov. 13	235.25		14.38	
13		453.09	67.77	Approx. 25% of aggr. hauled from Durkee
14		437.16	13.59	
15		215.59	21.01	(Cl. "D" Mix, requested by Engr.)
15		450.05	12.57	Mix field modified by reducing asphalt content due to use of better quality (Durkee) aggregate.
16		170.23	2.27	(Cl. "D" mix, requested by engr.)
16		356.18	69.30	Mod. mix (Durkee aggr.)
17		990.00	65.71	" " " "
18		460.20	9.95	" " " "
		Total Reject:	991.62	PMBB
			1372.22	AC

Inspector: Max Ferguson

FORM E-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 1, 1969

To: Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. Tom Edwards
Mr. G. E. Rohde
Mr. C. H. Maison

SUBJECT: Lime-Malheur County Line Section
Contract No. 6747

This is to remind you of a Claims Review Board meeting scheduled for 1:15 P.M. next Thursday, April 3, in the small Conference Room. This is to consider a 5-part claim from Murphy Bros., Inc., contractor on the above subject project. The parts can be identified as follows:

No. 3 - Asphalt Paving	$ 50,809.07
No. 4 - Additional Stone Base	11,134.41
No. 5 - Additional Stone Leveling Course	2,430.00
No. 6 - Liquidated Damages	8,100.00
No. 7 - Acceleration and Design Deficiency	99,645.00
	$172,118.48

On April 15, 1968 you considered claims on two additional items on this project and sanctioned payment on one part, but no specific compromise was offered to the contractor when it was learned that additional claims would be forthcoming.

Attached for your information are copies of four separate letters dated August 13, 1968 and one dated March 13, 1969 from the contractor summarizing his position on the five items to be reviewed. Since the job progress and elapse of time is also pertinent, I attach a copy of a progress chart that was prepared in this office.

John A. Bond, Secretary
Claims Review Board

RECEIVED
APR 1 1969
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:ss:fw
Enc.
cc C. G. Swenson

SUMMARY STATEMENT

LIME-MALHEUR COUNTY LINE SECTION
CONTRACT NO. 6747

Length	7.5 miles
Contract Awarded	November 10, 1965
Specified Completion	June 30, 1967
Actual Completion	March 17, 1968 *
Contract Amount	$4,818,210
Actual Cost (Paid Contractor)	$4,933,929.52

(Total project authorization is underrun 1.40%)

* Time extensions granted for two ordered stop work periods, plus 30 days for change to bituminous base, 15 days for late guard rail changes and 7 days for late overrun of seeding. These extensions established a revised completion date of February 19, 1968 leaving 27 days liquidated damages in effect at $300 per day.

WILLIAM O. MURPHY

THORNTON C. MURPHY

GENERAL CONTRACTORS

MURPHY BROS., INC.

"We Move the Earth"

E. 3812 BROADWAY AVE. • SPOKANE, WASHINGTON • KE 5-1591

MAIL ADDRESS: P. O. BOX 2685, TERMINAL ANNEX

SPOKANE, WASHINGTON 99220

Routing

March 13, 1969

RECEIVED

MAR 17 1969

CONSTRUCTION DIVISION

Morgan
Bond
Walker
Boehme
Johnsen

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. John Bond
Assistant Construction Engineer

Re: Contract No. 6747
Lime-Malheur County Line Section
ACCELERATION & DESIGN DEFICIENCY
CLAIM

Dear Sir:

In our letter of September 12, 1968, we outlined a claim for additional costs caused by acceleration of work and design deficiencies on this project in the minimum amount of $70,000. We further clarified our position on this claim in our letter to Mr. Morgan on December 11, 1968.

As mentioned in our letter of September 12, we have further analyzed our job costs and find that a total of $99,645 additional costs were incurred due to these factors, which have not been claimed on other claims.

Other costs are somewhat related, but have been included by ourselves and our subcontractors in other claims presented to you. The costs included here are only those which have not been included in other claims.

Various price agreements have been negotiated to cover some of the costs, which have been excluded from the following breakdown:

ACCELERATION COSTS

I. Overtime Costs After July 1, 1967

A.	Murphy Brothers, Inc.	$4,641	
B.	Nelson Landscaping	610	
C.	Highway Supply	593	
D.	Arnold Johnson	283	
E.	Stillwell Construction	200	
	Subtotal		$6,327
	Plus 20% Taxes, Insurance		1,265
		TOTAL	$7,592

II. Efficiency Loss Due to Overtime

A.	Murphy Brothers, Inc.	$5,298	
B.	Nelson Landscaping	965	
C.	Highway Supply	623	
D.	Arnold Johnson	322	
E.	Stillwell Construction	222	
	Subtotal		$7,430
	Plus 20% Taxes, Insurance		1,486
		TOTAL	$8,916

III.	Extra Mobilization Costs	$1,249
IV.	Interest on Liquidated Damages	$1,284
	DIRECT ACCELERATION COSTS	$19,041

DESIGN DEFICIENCY COSTS

I	Standby Equipment		$21,532
II	Additional Overhead		$21,000
III	Interest on Retainage		$13,407
IV	Payroll Increases After July 1, 1967		
	Direct Wages & Benefits	$13,570	
	15% Taxes and Insurance	2,036	
		Subtotal	15,606
		DIRECT DESIGN DEFICIENCY COSTS	$71,545
		Total Direct Costs	$90,586
		Plus 10% Administrative Expense	9,059
		TOTAL CLAIM	$99,645

On the enclosed sheets are the detailed data supporting these costs.

Our original contract completion date was June 30, 1967. Accordingly a schedule was prepared for performing the work in order to meet this date. This schedule required that the roadbed be graded and a substantial quantity of the crushed rock be placed during the fall of 1966, along with a high percentage of the concrete paving. The crushed rock was placed well in advance of the paving operation in the fall of 1966, so that it could proceed properly. Due to a storm in the late fall and danger of bad weather causing him to lose material in place, particularly reinforcing steel, the paving subcontractor closed operations upon completion of about 40-percent of the paving. The project at this time was on schedule and would be completed by June 30, 1967 if not delayed.

If the project had been properly designed it would have been possible to resume operations in late March, 1967, and paving should have resumed on April 4 to meet the contract deadline at the programmed contract performance rate. Weather permitted work resumption at that time. However, when work was attempted by the contractor, the subgrade was found to be too soft to work. Because of the contract time limit, the contractor was required to attempt to work, but the soft grade would not maintain traffic and damage to base or subgrade was risked. Between the period April 4, and April 29, we attempted to work wherever it seemed that we could do so without incurring repair costs in excess of the liquidated damages. The resident engineer recognized this condition on April 29, 1967, and at that time issued a stop work order retroactive to April 4, 1967. (Exhibit 1, attached). His order states that it "is to remain in effect until the grade is sufficiently dry to continue surfacing without further damage to the base or subgrade." The order warned that: "Responsibility for determination of conditions suitable to resumption of the surfacing work, without damage to the existing base and subgrade, shall remain with the contractor."

The design deficiencies included the lack of proper drainage and inadequate thickness of gravel base at least for the quality of gravel specified and used. These factors combined and compounded to cause a soft grade incapable of supporting a load. Although an unusually wet spring added to the problem, if it had not been for the deficient design the soft grade and resulting problems and costs would not have occurred.

From April 29 to July 10, 1967 various measures were considered by State personnel to attempt to correct the deficiencies. The addition of cement stabilization for all previously laid rock was considered and quotations submitted, but this work was never directed; The States representatives were concerned

that the problem may be continuous and permanent but apparently decided to risk it rather than incur the cost of this corrective measure. The designed ditches were shallow (presumably for reasons of traffic safety),and wherever such ditches were relied on for drainage the problem was particularly severe; the design was changed to deepen the ditches to help reduce the problem (Price Agreement No. 16, Exhibit 2, attached). However, the restraints caused by safety factors apparently did not permit ditch deepening as much as desirable for drainage purposes; they were deepened only .3 foot to a total depth of .5 foot. Asphalt was added to stabilize the base rock in areas not yet laid (Price Agreement Nos. 17 and 20, attached as Exhibits 3 and 4) Lime was added to the AC mix (Price Agreement Nos. 17 and 20). The contractor was asked during the shutdown to consider loosening and possibly removing the placed gravel to expedite drying of the subgrade; but, the State refused to consider payment for such extra work and so it was not performed.

Repeatedly throughout the project, the contractor asked for time extensions due to extra work and delays. We were verbally advised by the resident engineer not to file a formal request for a time extension until at least 30 days prior to completion of our time, in order to determine if a time extension -- and to what extent -- was actually needed. We therefore withheld any formal submittal until June 1, 1967, when we asked for a 120-day extension but noted that more time might be required (Exhibit 5, attached). Again, the resident engineer advised us on June 7, 1967 to delay submitting this request "until such time as work can resume" Exhibit 6, attached.) In spite of this advice, we did file a more detailed formal request on June 21, 1967 (Exhibit 7 attached). The request noted that the work was suspended by the resident engineer's written order and was "due to unfavorable subgrade conditions." It asked for a time extension equal to the then-estimated shutdown period of approximately 92 days, but noted that "additional delays" would require more time.

Work resumed on July 10, 1967. The increase in asphalt paving quantities required substantial additional time to complete. We were required by the subcontractor and his bonding company to allow additional time before they would agree to the price change, even though the State would not allow us this time. On July 27, 1967 a time extension was granted to October 6, 1967 (Exhibit 8, attached), but this covered only the time of the formal shutdown caused by wet subgrade.

Again, on October 17, 1967, we requested a time extension of 69 days based on the increase in contract work (Exhibit 9, attached). The prior delays, all beyond our control, pushed the work into adverse winter weather, and on December 14, 1967 the resident engineer issued a shutdown order (Exhibit 10, attached). He again warned, however, that responsibility for resuming work when conditions were favorable was "with the contractor."

On March 5, 1968, we received word that our time had been extended only 35 days to November 10, 1967. (Exhibit 11, attached) Without an appropriate time extension, we resumed work as soon possible thereafter, on March 7, 1968 -- even though the resident engineer felt it was "too early since the shoulders and median appear to be too wet to finish at this time" (Exhibit 12, attached). The job was completed on March 17, 1968. As soon as possible after completion of the job, we filed a complete request with considerable detail to support a time extension for 171 days, although we were able to complete the project in 128 days by our accelerated efforts (Exhibit 13).

On August 20, 1968, we were advised that our contract time was extended through the length of the shutdown order from December 14, 1967 to March 7, 1968, plus 17 days -- therefore reducing our total penalty to 27 days; even though our data supported a time extension far in excess of this amount of time (see Exhibit 14).

We have attempted to break down our costs to show the amount of additional expense attributable to acceleration of the job in an effort to overcome delays not due to our fault, separate from those costs caused by extra work and delay associated with overcoming the deficient drainage and gravel stability. We feel that if the drainage had been adequate and gravel thickness and quality adequate as originally designed, we could have proceeded with our work without the delays in the spring of 1967.

We, therefore, request compensation for the full amount of $99,645 due to these causes.

Very truly yours,

Gilbert W. Gray
Project Manager

Enclosures
Exhibits 1-14
Design Deficiency Costs - 5 pages
Items I - IV
Acceleration Costs - 9 pages
Items I - IV

WILLIAM O. MURPHY

THORNTON C. MURPHY

GENERAL CONTRACTORS

MURPHY BROS., INC.

"We Move the Earth"

E. 3612 BROADWAY AVE. • SPOKANE, WASHINGTON • KE 5-1591

MAIL ADDRESS: P. O. BOX 2685, TERMINAL ANNEX

SPOKANE, WASHINGTON 99220

Routing

Dan
Baker
Ward
Barbee
Maier
Glenn
Swar
Orr
Murdock
Trau
Scott
Wills
Warfield
Olson

RECEIVED

CONSTRUCTION DIVISION

August 13, 1968

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. John Bond, Assistant Construction Engineer

Re: Contract No. 6747
Lime-Malheur County Line Section
Time Extension

Dear Sir:

We hereby take exception to your final estimate submitted to us with liquidated damages assessed in the amount of 128 days which was later reduced to 27 days in a post final estimate. We submitted a formal request for an extension of time on April 29, 1968, which explained, in detail, justification for an increase in time, based on delays to our work in the amount of 171 days. By careful coordination of subcontractors, increasing equipment, and working overtime, the actual job completion was accomplished only 128 days later.

Because we could not determine in advance the amount of extension the Highway Commission would allow we spent considerable extra money to complete the project and overcome as many of these delays as practical. At this time we have no intention of claiming these additional costs but we do not believe it is fair or just to also have to pay the liquidated damages.

We, therefore, request release of the assessed liquidated damages in the amount of $8,100 (27 days at $300).

Very truly yours,

MURPHY BROTHERS, INC.

Gilbert W. Gray
Project Manager

GWG:ja

WILLIAM O. MURPHY

THORNTON C. MURPHY

GENERAL CONTRACTORS

MURPHY BROS., INC.

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MAIL ADDRESS: P. O. BOX 2685, TERMINAL ANNEX

SPOKANE, WASHINGTON 99220

August 13, 1968

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. John Bond, Assistant Construction Engineer

Re: Contract No. 6747
Lime-Malheur County Line Section
Additional Stone Leveling Course

Dear Sir:

In reviewing the final quantities submitted to us with our final estimate, it was noted that 1,620 tons of Item 17, 3/4"-0 Material in Stone Leveling Course, was omitted.

This material was placed on the roadway between the Durbin Creek Road (Sta. 925) and the County Road Crossing (Sta. 405) on the westbound lane. Weigh tickets were issued by the State Highway Department personnel as this material was being placed. The Resident Engineer advised us that this amount was being withheld from payment because excess quantities were needed in this section to reach the required grade, which in his opinion, was due to settlement and losses caused by our construction traffic.

We feel that we should be paid for this material as a contract item. It was placed in accordance with the plans and specifications and we assume no liability for the quantity required in any given section of highway. The Resident Engineer had insisted during the progress of the work that the leveling course be placed before traffic was placed on the roadway in order to protect the lower course (Plant Mix Stone Base, 1½" max.) from raveling. It was not practical to execute the contract without allowing some construction traffic in this area.

Routing

Morgan

Docker

Bond

Clark

Morelock

Trout

Wills

Litchfield

Olson

RECEIVED

CONSTRUCTION
DIVISION

We, therefore, request payment for the additional material as follows:

Item 17. 3/4"-0 Material in Stone Leveling Course -
1,620 Tons at $1.50 = $2,430

Very truly yours,

MURPHY BROTHERS, INC.

Gilbert W. Gray

Gilbert W. Gray
Project Manager

GWG:ja

WILLIAM O. MURPHY

THORNTON C. MURPHY

GENERAL CONTRACTORS

MURPHY BROS., INC.

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SPOKANE, WASHINGTON 99220

August 13, 1968

RECEIVED

AUG 19

CONSTRUCTION

DIVISION

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. John Bond, Assistant Construction Engineer

Re: Contract No. 6747
Lime-Malheur County Line Section
Additional Stone Base

Dear Sir:

Due to certain adverse conditions which occurred during the construction of the Lime-Malheur County Line Section under Contract No. 6747 we incurred considerable expense for which no compensation was indicated in the final estimate submitted to us. This work was on the eastbound lane between Station 960 and 380 approximately.

The subgrade in this area was graded and accepted in the fall of 1966 and the Plant Mix Stone Base was placed on it. It was expected that our concrete paving subcontractor would be able to place the paving on this section shortly thereafter. Due to inclement weather he was forced to shut down within one or two days paving time of this section late in the fall of 1966.

The weather during the winter of 1966-1967 was unusually wet and had very little freezing weather. The subgrade material in this section was a clay which became saturated and due to the weather and the design of the section it did not dry out until July of 1967. Early in April we tried to start work but a shutdown order was issued to us until the grade was sufficiently dry to work again. A subsequent time extension was granted for the length of this delay. Also Price Agreement No. 16 was issued to pay us to deepen the ditches throughout the project to alleviate this condition in the future.

For approximately 3,000 feet on the eastbound lane the subgrade became soft enough to contaminate the Plant Mix Stone Base. As soon as work could start in July 1967, we spent approximately two weeks in removing the gravel, repairing the subgrade and replacing much of the surfacing. We did not receive a time extension for this period or receive any compensation for the work.

Oregon State Highway Dept. August 13, 1968

We believe that in accordance with Paragraph 103-3.1(f) the maintenance of the subgrade is an obligation of the State after it has been accepted and the next course of surfacing placed. We, therefore, request payment for the following work:

Remove Unsuitable Material:

Labor - 209½ hrs. at $6.50				$ 1,361.75
Equipment - 2½ c.y. Traxcavator	44 hrs. @ $22	= $968.00		
Cat No. 14 Motor Grade	32 hrs. @ $16	512.00		
10 c.y. End Dump Trucks	72 hrs. @ $8	576.00		
DW20 Motor Scraper	12 hrs. @ $25	300.00		
Raygo 300 Roller	16 hrs. @ $10	160.00		
				2,516.00
Subtotal				$ 3,877.75
Contractor Markup 15%				581.66
Total Unsuitable Material				$ 4,459.41
Additional 1½" Plant Mix Stone Base Bid Item 20. 4,450 Tons @ $1.50				6,675.00
TOTAL AMOUNT				$ 11,134.41

We, therefore, request payment in full for the above work.

Very truly yours,

MURPHY BROTHERS, INC.

Gilbert W. Gray
Project Manager

M O. MURPHY

THORNTON C. MURPHY

GENERAL CONTRACTORS

MURPHY BROS., INC.

"We Move the Earth"

E. 3812 BROADWAY AVE. • SPOKANE, WASHINGTON • KE 5-1591

MAIL ADDRESS: P. O. BOX 2688, TERMINAL ANNEX

SPOKANE, WASHINGTON 99220

Routing

Olson — Morelock

Dunker — Trout

Pond — Scott

Jorgenson — Wills

Walker — Litchfield

Glenn — Olson

Swan

RECEIVED

AUG 15 '68

CONSTRUCTION DIVISION

August 13, 1968

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. John Bond, Assistant Construction Engineer

Re: Contract No. 6747
Lime-Malheur County Line Section
Asphalt Paving Claim

Dear Sir:

Our asphalt paving subcontractor, Percy E. Jellum, has submitted a claim to us for extra costs incurred in producing the bituminous mixtures required on our Contract No. 6747. We awarded a subcontract to Percy E. Jellum for the original contract work to be performed under Items 17, 18, 19, 20, 21, 22, 23, and 24 of our contract except for furnishing crushed rock aggregates needed for the bituminous mixtures. The crushed rock aggregates were supplied by us and produced in accordance with the contract's specifications and met those specifications.

The aggregate was crushed from the Durbin Creek Quarry during the summer of 1966 and stockpiled for later use. During the winter of 1966-1967 which was unusually wet, the State representatives took various samples of the rock and determined that although it met all the contract requirements it was not adequate for the use contemplated in the designed roadway section.

Consequently after several preliminary proposals and discussions among the State representatives, the subcontractor and ourselves, Price Agreements No. 17 and No. 20 were negotiated which modified the project considerably.

Oregon State Highway Dept. Aug. 13, 1968

Price Agreement No. 17 provided for the addition of hydrated lime in all the asphaltic mix used on the project. Price Agreement No. 20 provided for the substitution of a bituminous base mixture under all asphalt cement base in lieu of a 3/4"-0 Stone Leveling Course. These changes materially affected the work of the subcontractor by nearly doubling the quantities of material he had to furnish and place. The addition of the lime also affected the operation of his plant. The scheduling of the work was also changed from the original contract because of the job logistics in which he was to be putting on two lifts of material instead of one on each section of roadway, although the specifications were different for each lift.

Due to the unusually wet weather in the winter of 1966-1967, the project was delayed for several months and the asphalt paving work had to be rescheduled from the spring of 1967 to the fall of 1967. The work was actually performed during September, October and November when it was originally scheduled in April and May.

The subcontractor incurred substantial excess costs in connection with his work. Although the aggregates complied with specifications, it was found that they degraded and required special drying procedures; the aggregates could not be dried on the first pass through the dryer, as an asphalt bond could not be obtained. The rock would end up with too much moisture, and the end product was not within specifications even though the aggregates were in compliance and the usual production methods were attempted.

In order to overcome this problem, the subcontractor conducted experiments, and he finally determined that it was essential to run the material through the dryer, put it back into a pile and let it sit for not less than eight hours. It would take this much time in pile to be able to handle the material through the dryer the second time to comply with the specifications.

It is believed that the contractor, and subcontractor were entitled to rely upon the contract's specifications as prepared by the State, and that aggregate materials which complied with specifications would produce acceptable bituminous mixtures by normal production methods. The State recognized the inadequacy of the specified aggregate when it modified the contract under Price Agreements No. 17 and No. 20. The processes directed in these modifications similarly included a warranty by the State that if followed they would accomplish an acceptable result by the use of normal methods. The inadequacy of the aggregate caused additional direct costs to the subcontractor for pre-drying as follows:

Oregon State Highway Dept. Aug. 13, 1968

Labor in pre-drying	$ 14,895.44
Additional fuel costs in pre-drying 25,600 gal. at 14-1/2 cents	3,712.00
Rental and repair on plant in pre-drying and stockpiling - 16,407.37 tons of Bit. base, 22,823.95 tons A.C. - Total of 39,231.32 tons, at forty cents per ton	15,692.53
TOTAL	$ 34,299.97

In addition to these costs the subcontractor used considerably more rock in making this product than is normal or expected. Consequently, we did not have enough aggregate stockpiled and had to haul in additional material from other sources to complete the project. There were 2,138 tons of aggregate which was mixed with asphalt and then rejected as unsatisfactory. There were also 1,145 tons of material rejected at the plant after drying which was never mixed with asphalt. We had a direct cost of purchasing and hauling this aggregate of $3.01 per ton.

We are hereby making claim for the following extra costs connected with this work which were due to conditions beyond our control in performing the work:

Drying costs (Percy E. Jellum, sub-contractor)	$ 34,299.97
Additional Rock - 3,283 Tons at $3.01	9,881.33
Total Direct Costs	$ 44,181.80
Plus 15% Margin	6,627.27
TOTAL AMOUNT	$ 50,809.07

Very truly yours,

MURPHY BROTHERS, INC.

Gilbert W. Gray

Gilbert W. Gray
Project Manager

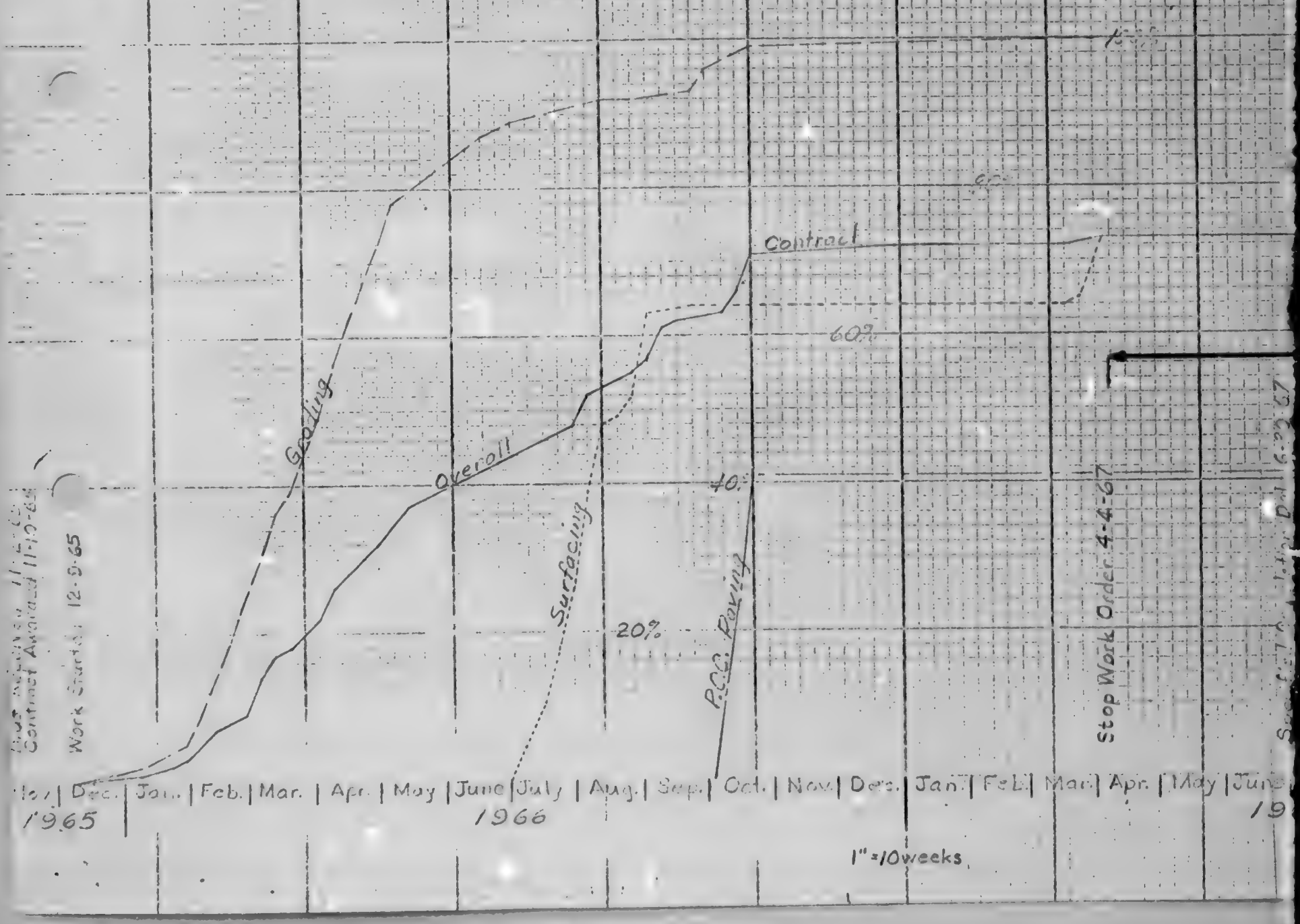
GWG:ja

LIME - MALHEUR COUNTY LINE SECTION

OLD OREGON TRAIL (U.S.)

Project I-80N-7(13)241

CROSS CHART



...N

...-7(13)241

60%

Contract

Stop Work Order 4-4-67

Specified Completion Date 6-30-67
Resume Work Order 7-1-67

A.C. Paving

Completion Date Extended to 11-10-67 by Change Order

Graded

Completion Date Extended to 11-10-67 by Change Order

Stop Work Order 11-27-67

Resume Work Order 3-7-68
Contract Completed 3-1-68

...ct. | Nov. | Dec. | Jan. | Feb. | Mar. | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | ... | ... | Mar. |

1967

19...

1" = 10 weeks

#43 Asphaltic Concrete Cl. #50,809 07

1- 20,000 Tons on Contract
Moisture problem lasting several times
Caused material to degrade.

2- On P.H. Contract thought he could
use steel pellet rock as AC aggregate
as is.

3- 3000 tons of material had to be
imported because of wet of 99.

PROPOSED C
CONT

CUMULATIVE PE

NO.	ITEM DESCRIPTION	AMOUNT	% OF CONT.	1965 NOV	DEC	JA
1, 3, 5-8 11-16 37	GRADING	1,756,156	36.5%		2	7
17, 20 (18, 21, 23 PRT.)	CRUSHING	459,600	9.5			
2, 4, 9 10, 41-58	CULVERTS	202,132	4.2		2	10
61-64	CONCRETE INLETS & M.H.	9,952	.2			
9 PART 38-40	STR. PLATE PIPE	59,315	1.2		5	5
PRT. 30, 31 34-37, 59, 60	BOX CULVERTS (GREGORY)	118,312	2.5		5	15
33	INVERT LINING (do)	41[illegible]	.09			
97-130	BRIDGES (WATKINS)	363,327	7.5		1	2
25-29	P.C.C. PAVING [illegible]	1,416,150	29.4			
32	P.C.C. DITCHLINING	5,29[illegible]	.1			
75-77	FENCING	44,[illegible]50	.9		10	2
79	FIELD LAB.	1[illegible]	.02			

ED CONSTRUCTION PROGRAM
CONTRACT NO. 6747

VE PERCENT OF ITEM COMPLETED EACH MONTH

965	1966												1967					
DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	J
2	7	17	30	45	60	70	80	70	92	94	95				97	99	100	
						7	15	30	45	60	75	85			90	95	100	
2	10	30	50	70	90		95	1										
						3	70	10										
5	50	100																
5	15	45	70	100														
						100												
1	2	4	17	3	4	6	75	95	9									
										13	40					70	100	
					90	100												95
10	20	30	45	60	75	90												

MONTH

	1967					
DEC	JAN	FEB	MAR	APR	MAY	JUN
			97	99	100	
85			90	95	100	
			70	100		
			95	100		

PERCENT OF JOB COMPLETE

100 %

90

80

70

60

50

77-130	BRIDGES	(WATKINS)	363,367	7.5			
25-29	P.C.C. PAVING		1,416,150	29.4			
32	P.C.C. DITCHLINING		5,250	.1			
75-77	FENCING		44,850	.9			
79	FIELD LAB.		[illegible]	.02			
80-85	SEEDING	(NELSON)	41,210	.9			
65-74	GUARDRAILS		125,214	2.6			
73	SNOWFENCE	(JAY SUPPLY CO.)	20,400	.4			
15-19 21-24 (18 21 23 Rev.)	ASPHALT PAVING	(PETROLEUM)	153,709	3.2			
86-96	SIGNING	(STILWELL)	36,432	.8			
TOTAL CONTRACT AMOUNT			4,818,210	100%			

1 2 4

16 20 3

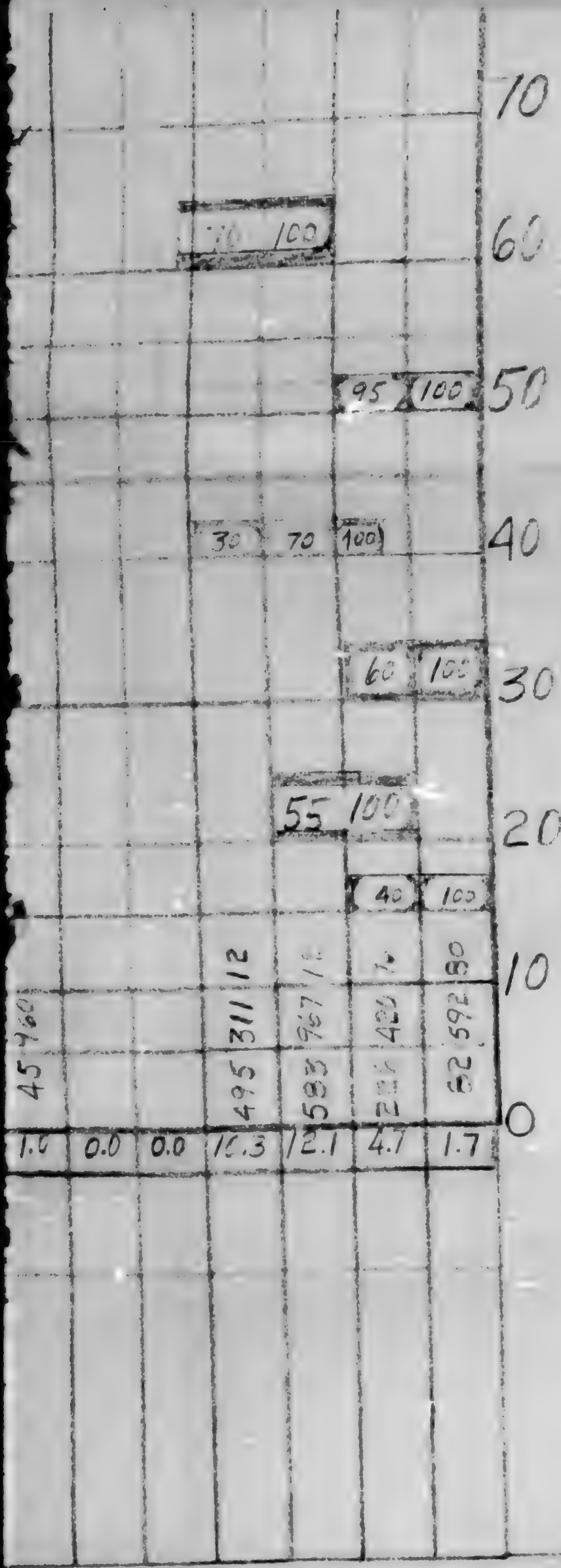
13

1 557,923.32

1 151,847.52

1.16 3.15 6.

1	2	4	17	3(	4	(6	75	45									
									13	40							



MURPHY BROS., INC.

LIME-MALHEUR CO. LINE

OSHD CONTRACT #6747

OLD OREGON TRAIL

COUNTY: BAKER-MALHEUR

E-320 (Rev.)--SM--5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 29, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days (128) from 11-10-67 ~~xxxx~~ days to 3-17-68 days, within which to complete our Contract No. 6747, without the assessment of liquidated damages. The said contract is described as follows: Grading, paving, structures and signing work on Lime-Malheur County Line Section of the Old Oregon Trail.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(26 days) JUL 11'67 to AUG 6'67: Remobilization after shutdown due to wet subgrade.
(2 days) AUG 28-29'67: Additional gravel on Stage 2 detour (E.W.O. #3).
(22 days) OCT 27 to NOV 18'67: Additional quantities of A.C. Mix (P.A. #17 & #20).
(12 days) NOV 15 to NOV 21'67, MAR 11 to MAR 15'68: Additional seeding work.
(5 days) NOV 2 to NOV 6'67: Remove detour (E.W.O. #6).
(2 days) NOV 13 to NOV 27'67: Flashing light beacons (E.W.O. #5).
(2 days) DEC 4'67 & MAR 13'68: Repair damaged siphon (E.W.O. #8).
(2 day) NOV 1 toNOV 17'67: Remove ~~xx~~ Respectfully submitted, brush curb (E.W.O. # 10).
(96 days) DEC 6 to MAR 11'68: Shutdown due to unfavorable weather.
(2 days) NOV 11 & NOV 23'67 or SEP 4'67: Extra holidays.

10 Remobilization
7 Detour
6 EW Items
2 Holidays
12 Winter Shut Down
37

MURPHY BROTHERS, INC.
Contractor

By W. O. Murphy, President

CONSENT OF SURETY

Date ....., 19.....

We, ...

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

.....
Attorney-in-fact

(SEAL)

.....
Resident Agent

13

OREGON STATE
HIGHWAY DEPARTMENT

DIVISION 5

P. O. BOX 850 • LA GRANDE, OREGON • 97850 • Phone 963-3177

March 31, 1969

CLAIMS REVIEW BOARD

Subject: Murphy Brothers Claim
Lime-Malheur County Line Section
Contract 6747

Item No. 1. Extra Cost for Steel Chair Supports

This item was discussed before the Claims Review Board on April 15, 1968; and it is believed that our analysis of the claim at that time still applies, and we have nothing further to add.

Item No. 2. Additional Cost at the Benson Creek Detour.

This item was also discussed with the Claims Review Board on April 15, 1968; and we believe that our analysis of the claim at that time is still applicable and have nothing further to add.

Item No. 3. Asphalt Paving Claim.

The aggregates used to produce the asphaltic concrete and bituminous base materials were obtained from a source that was not listed in the contract and was of the contractor's choosing. At the contractor's request, the State obtained the source, thus becoming State-controlled; and, as such, we consider

it to be a "Prospective Source" under the terms of Article 6-2 of the Standard Specifications. This article states "The State makes no guarantee or representation, by implication or otherwise, of the quantity, quality or acceptability of the material available". The aggregates were crushed and stockpiled from this source during the summer and fall of 1966 for use the following year. It would seem that the contractor accepts all of the risk that the material could become wet during the winter period between stockpiling and incorporation in the pavement construction. Article 6-8 of the Standard Specifications provides that materials be protected against dampness by suitable covering. We believe the State was well within its rights to require that the aggregate be dried in accordance with Article 320-3.7 of the Standard Specifications. Some degradation of the asphaltic concrete aggregates in the stockpile and the base materials, all of which were produced from the same source, was observed after the materials had laid over the winter. Testing and analysis was made of this material, and the decision was made that it was desirable to upgrade the asphaltic concrete and the base materials under all the asphaltic concrete, interchange legs and main roadbed shoulders

by the addition of lime to the asphaltic concrete and placing of bituminous-treated base in lieu of the 3/4"-0 leveling course as called for in the plans. No consideration was given to upgrading the main traveled lanes, as implied by the contractor in his claim. The addition of the lime in the production of the asphaltic concrete and the production and placing of the bituminous base was performed under Price Agreement No. 17, and should be considered full and complete payment for this work in accordance with Article 4.4 of the Standard Specifications. After this Price Agreement was negotiated and agreed to by the contractor and the State, the subcontractor, Percy E. Jellum, indicated that his cost for obtaining the lime was higher than he had originally quoted. Recognizing that the subcontractor had made an honest mistake, Price Agreement No. 20 was negotiated to reflect this additional cost for lime. Contractor claims predrying cost on total of all bituminous materials; but predrying was done on only a part of these materials. It is recommended that this claim be denied.

Item No. 4. Additional Stone Base.

The contractor completed the placing of the stone base and leveling course under the Portland Cement Concrete in September, 1966. On September 1, 1966 the resident engineer's diary indicated that the contractor was advised that it was the resident engineer's opinion that it was poor planning to place the 3/4"-0 materials throughout the project when his chances for completion of the

PCC paving that year were slim. On September 15, 1966 the resident engineer advised the contractor that some of the 3/4"-0 materials may be lost if it became necessary to blade it off to re-roll the stone base the next spring. Approximately 42% of the PCC paving was completed that year, and the construction activity was shut down for the winter. The winter of 1966-67 was relatively mild and quite wet, which resulted in the base becoming extremely wet and the subgrade becoming soft. Under these conditions, any heavy hauling over the base would result in the subgrade pumping, and contamination and damage to the base would occur. Work was resumed on the project the last week of February, 1967 and the hauling and placing of base materials began on March 17, 1967. The hauling and placing was done from the Durbin Creek Road Undercrossing, which was the location of the stockpiled materials, easterly to the East end of the project. As a result of the contractor's hauling operations, approximately 3,300 feet of two-lane base on both the eastbound and westbound lanes became contaminated and damaged, and it was necessary to remove the damaged materials and restore the base to plan and specifications. In his claim, the contractor refers to the eastbound lane only; however, the westbound lane was damaged also. The contractor ceased all operation on April 6, and did not resume work until July 11. A stop work order was issued for the period of April 4 to July 7. The

resident engineer's diary entries of March 22, 24, 29, 30 and 31 show that the contractor was given numerous warnings that the contractor was liable for base damage and the expense of restoring and replacing the base to plan and specifications. The hauling operations ceased on March 31. At no time did the contractor indicate that he was going to make a claim for the cost of restoring and replacing of the damaged base materials, nor was a means afforded for determination of base used as required under Article 9-6 of the Standard Specifications. During the period of replacement, the weight scales were not in operating order. On page 4 of Claim 7, the contractor states "Between the period April 4 and April 29, we attempted to work wherever it seemed that we could do so without incurring repair costs in excess of the liquidated damages." This would seem to indicate that the contractor is admitting his responsibility for expense of the replacement of damaged base materials. It should be noted that not one ton of base was removed, replaced, or in any way damaged on any part of the project except where the contractor damaged the base by hauling over it before it had a chance to dry out, even though the same typical section was used throughout the project. It is the contractor's responsibility to bear all expense involved in this work under the terms of Article 7-32 of the Standard Specifications. We recommend the claim be denied.

Item No. 5. Additional Stone Leveling Course.

The contractor's hauling operations in the spring of 1967 resulted in damage in the eastbound and westbound lanes to the 3/4"-0 leveling course, as well as the stone base which had been placed the previous year; and the damaged material had to be replaced, which is the contractor's responsibility under Article 7-32. The contractor's operations were such that he completed the replacement of the 3/4"-0 leveling course in the damaged areas during his process of fine grading. Determination of the quantity of material required for replacement was necessary. The leveling course that was placed from the beginning of the project to Durbin Creek had not been disturbed; and was placed at the same quantity per station as in that area where it had been disturbed. Accordingly, on August 22, 1967 the resident engineer, in a discussion with the superintendent, Ted Bredfield, agreed that the pay quantity per station in the area disturbed would be equal to that in the undisturbed area. Any additional materials required to meet the final grade would be at the contractor's expense. Contrary to the contractor's claim, no material receipts were issued at that time for any excess material, and the contractor did not give any notice of a claim. It is recommended that the claim be denied.

Item No. 6. Liquidated Damages.

The contractor's previous request for time extensions have been analyzed and acted upon by the Highway Commission. The last action in August, 1968 was done after the completion of the project. The contractor's latest claim gives no additional reasons for time extensions, and we believe the analyses leading to the Highway Commission's last action is correct and recommend the request be denied.

Item No. 7. Acceleration and Design Deficiency

The contractor is making a claim for design deficiency. Article 3-3 of the Standard Specifications states that it is understood that before signing the contract, the contractor has made a careful examination of the plans, specifications and contract and is fully informed of the quality, quantity and character of the work required, made a careful examination of the location and condition of the work and sources of supply for materials. The State will in no case be liable for any loss or for any unanticipated costs that may be suffered by the contractor as a result of the contractor's failure to fully inform himself in advance in regard to all conditions pertaining to the work. The contractor indicated in this claim that the thickness of the base and the lack of proper drainage compounded to cause a soft grade, incapable of supporting a load. By load, we assume he means the contractor's construction equipment. The design of the base takes into consideration the overall section, including the subgrade material, the crushed base material and the pavement thickness, and considers the anticipated traffic load on completion of the project. Certainly, no guarantee is made by the State that the base course will provide a roof to

protect the subgrade from becoming wet at any stage in the construction of the project. It should be noted again that, in those areas where no hauling was done before the grade had a chance to dry, no damage occurred. The typical section on this project provided for the standard .02 of a foot per foot slope providing drainage at the subgrade, and the construction of a .2 of a foot deep ditch at a point eight feet distant from the subgrade shoulder. Following the winter season, it was decided to revise the ditch section to the current standard of one-half foot deep ditch. The State has the right to make this alteration in design in accordance with Article 4-2 of the Standard Specifications. This additional depth was constructed and the contractor was compensated for the work under the terms of Price Agreement No. 16. The contractor, in his claim, indicates that had he been in a position to begin work in late march, he would have been able to meet the contract completion date at his programmed performance rate. Hauling of the surface material was resumed on March 16, 1967, leaving 106 days until June 30, 1967, the contract completion date. The contractor continued hauling operations until March 31, using 15 days. A stop work order was issued April 29, and was backdated to April 4, and was in effect until July 11. The contractor resumed work on July 11 and worked until December 14, 1967,

using 157 days. A stop work order was issued December 14 and was rescinded on March 7, 1968. The contractor resumed work on March 17 and used ten days to complete all work on the project. If we ignore the period of the contractor's operations in March and April of 1967, a total of 167 days was actually used to complete the project. This, he claims, is the accelerated work period. It would seem that, if he could do the work in 106 days at the programmed rate, he would have been able to do the work in less time at the accelerated rate. We fail to see that he actually had any accelerated work program. Considering that time extensions were granted for 30 days for additional quantities of asphaltic concrete and bituminous base, 7 days for additional seeding work, 15 days for additional guardrail work, for a total of 52 days, this would leave actually 115 days used to do the work anticipated as of late March. Again, we fail to see that the contractor had an accelerated work program. As we go through the contractor's itemized statements for this claim, we offer the following:

Overtime Cost After July 1. At this point we did not make an audit of the bill because we feel that the claim is without basis and there was no accelerated work.

Efficiency loss. No basis is given the percentages claim and we note that the contractor and subcontractor all have different rates.

Extra Mobilization Costs. The contractor removed pavement material from the old highway in the Spring of 1968 and disposed of it in the borrow area. We do not believe the landscape subcontractor's moving cost is justified because the moving was a result of the contractor's delay in the pavement removal. The move in cost of a blade and roller in the spring of 1968 is shown as a lump sum and is not detailed and we can not verify this.

Interest Charges on Liquidated Damages. We understand that it is not the policy of this Department to pay interest on liquidated damages until time extensions are granted.

Standby Equipment Costs. Article 8.6, Paragraph 7 of the Standard Specifications states "Standby time for equipment cannot be granted during suspension of the work".

Additional Overhead Costs. No verification is given for this figure, and we have not made an audit to determine validity of this statement.

Interest at 6% on Retainage. We understand that it is not the policy of this department to pay interest on retainage.

Payroll Increases. The last paragraph of Article 7-5 of the Standard Specifications concerning wage rates states "No increase in contract price shall be allowed or authorized on account of payment of wage rates in excess of those listed in the Special Provisions".

RECEIVED
APR 16 1969

REFERRED TO Mr Cooper
For your information

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1969

SUBJECT: PCC Cracking on Stanfield Jct.-
Pendleton Section and
Lime-Malheur County Line Section
#6747

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

NOTED
FORREST COOPER

On a recent trip to Eastern Oregon, as we discussed, an inspection of the portland cement concrete pavement on the Stanfield Junction -Pendleton Section was made mainly regarding the cracks that have developed.

The cracking pattern on this project varies considerably and is practically all confined to transverse rather than longitudinal cracking. One area, however, involving approximately 100 feet of longitudinal cracking was found. It was thought that perhaps an inadequate placing of the plastic tape on centerline may have contributed to this as the tape was observed to have been placed to only about one-half its designated depth at this area. The transverse cracking pattern varied in width of cracks from 2 to 15 feet. It was noted that more cracking was observed in the areas where the pavement was placed first and was therefore the oldest. It might also be said that the placement time for these areas was when warmer weather was prevalent. One other feature was observed and that being noticeably more cracking in the outside travel lane than the inside one. This, of course, can be attributed to more and heavier traffic on the outer lane.

Attached is a series of pictures of both east and westbound lanes which show the cracking pattern. It should be noted that in order to obtain photos which are visible, it was necessary to mark the cracks with a black keel. Therefore, the pictures in no way can be used to show the width of cracking.

In order to check the cracking pattern of this project versus others, the same investigation was made on the Lime-Malheur County Line Section which was paved with forms while the Pendleton one was a slipform placement.

Here again, there was no set pattern of the cracking and it was noted that the cracks were primarily transverse ones. There was a considerable difference in the amount of cracking, however, between the projects. It would be estimated that

the cracking on the Lime-Malheur County Line Section would be at least twice as much as on the Pendleton one. This may be attributed to a years longer use and life at Lime. Laying temperatures may be involved, but there is no definite evidence at this time.

Also included as a part of this report are photos of typical areas of cracking on the Lime-Malheur County Line Section. Perhaps a more spider web pattern is noticeable also on this project.

At this time, it is not thought that the cracking poses any unusual problem as this cracking was expected in the continuously reinforced type pavement. From what other pavement of this type in other states that I have observed and which is confirmed by observations by G. L. Decker and O. A. White also and what other information that has been obtained from other sources, it would appear at this time that the cracking could be considered to be normal. It will be continuously watched and any developments reported.

F. D. Morgan
Construction Engineer
By
John H. Walker
Field Construction Engineer

JHW:fw
Attach.
cc G. L. Decker
O. A. White

RECEIVED
APR 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 11, 1969

SUBJECT: Lime-Malheur County Line Section
Contract No. 6747
Claim Review No. 2

To:
MEMO TO THE CLAIMS REVIEW
BOARD FILES

The Claims Review Board met the afternoon of April 3, 1969 with the following people present:

Claims Review Board:

R. L. Porter
Tom Edwards
F. B. Klaboe
C. H. Maison
G. E. Rohde

For the Contractor, Murphy Bros., Inc.:

Bill Murphy
Gilbert Gray

For OSHD:

Alfred E. Shirley, Jr., Assistant Division Engineer
E. S. Thompson, Resident Engineer

Present as Observers:

C. G. Swenson, Specifications Engineer, OSHD
R. A. Nichols, Bureau of Public Roads
Lonnie Moss, Bureau of Public Roads

Mr. Gray made the contractor's presentation and prefaced his presentation with a statement that they had intended to have their Attorney present, but due to a conflict that arose, they Attorney could not do so. If the Claim Board consideration evolves into legal interpretations or issues, he would like to leave th way open for his Attorney to assist.

The matters presented for review at this meeting consisted of five items designated 3 through 7 (Nos. 1 and 2 having been reviewed at an earlier meeting on April 15, 1968).

No. 3 - Asphalt Paving - This is basically a claim from their subcontractor (Jellum). Murphy crushed the aggregates for the project in the summer of 1966 from a source that was not set forth in the original specifications but on which the State later secured a use permit from BLM at the contractor's request. In 1967, a Price Agreement (No. 17) was negotiated to change the 3/4"-0 leveling course to a bituminous treated base. This about doubled the A. C. plant work. In the fall of 1967, Jellum had considerable difficulty in getting acceptable mix due to both gradation and drying problems He rejected considerable rock and ran a second shift to dry the aggregate. The contractor contends that rock which meets specs when manufactured, should, with a reasonable effort, make a suitable end product.

The contractor claims that some of the 3/4"-0 was rejected to achieve a designed gradation in the mix whereas the intent of the price agreement was to accept the 3/4"-0 "as is" and merely mix it with asphalt. Some of the negotiations with Jellum wereconducted directly by the State. The drying of the AC aggregate also aggravated the loss of materials. Most of the moisture was in the 3/4"-1/4" size, but the contractor had to feed some 1/4"-0 with it to avoid over-heating the drier. Some of this was also lost. Murphy's state they purchased 3,000 tons of aggregate from more distant sources (Ontario and Bubbs Ranch) in order to complete the project. (The discussion on this items overlaps two separate operations, the A. C. and the bituminous base.)

Mr. Shirley responded from his written summary, five copies of which were left with the Board. He added that 11,913 tons of bituminous base and 21,645 tons of A.C. were pre-dried, or about 85 per cent of the total tonnage used. Mr. Gray added that two prospective material sources were set up in the spects but that from test results and their review, one source was not suitable and the other had vertical seams of unsuitable material which made it impractical to use. State representatives coult no state the validity of or the extent of the alleged rejection by the plant of the P.A. No. 17 bituminous base material.

No. 4 - Additional Stone Base - This concerns a length of some 3,000 feet of grade on which base rock was placed in the fall of 1966 and is on the section just ahead of where the concrete paving stopped in the fall of 1966. When the contractor tried to resume operations involving some hauling over this section in March, 1967, this base became contaminated from material pumped up from the subgrade. The contractor referred to Section 7-32 as justifying reimbursement (apparently this is on the theory that the reasons for the damage were beyond his control.)

No. 5 - Additional Stone Leveling Course - This concerns some 1,620 tons of leveling course which was weighed and used in random areas on the westbound

lanes (a different area than No. 4 above) where the State held there had been an excessive loss of aggregates due to the contractor's hauling. The contractor states it was not lost in the sense that it disappeared from the roadway; that the material is on the road and the State should pay for it.

6. Liquidated Damages - Mr. Gray cited the history of four requests for time extension and that some ten specific reasons had been offered, only part of three of which had been allowed. He went through the ten reasons which are set forth in more detail in a letter dated April 29, 1968. The largest single segment of time not allowed concerns the so-called mobilization after the 1967 spring shutdown order. It was pointed out to the contractor that Oregon specifications are different than Washington's in this respect.

7. Acceleration and Design Deficiencies - Mr. Gray left a print of a large chart showing their original construction schedule for the project. They were on schedule in the fall of 1966 with 44 per cent of the concrete paving done. Mr. Gray attributed the late completion to two factors which he alleges hurt the rate of progress the following year:

The roadbed cross section, and the base design were inadequate in relation to the time allowed for completion of the project. The inadequacies mentioned were insufficient side drainage -- ditches too shallow for the soil conditions encountered on part of the job -- and the base thickness (7 inches) was not adequate. Reference was made to a Price Agreement which was negotiated to deepen the ditches in cuts throughout the project.

The contractor had no way of knowing the extent of time extension that would be granted but believed he had legitimate reasons for extension of time. He said that they could not evaluate the gamble on how much time would ultimately be allowed so had to make a choice while the work is progressing of the cost of extra effort to expedite completion vs. the time liquidated damages.

Mr. Gray then discussed several components of this part of the claim.. He elaborated on the so-called efficiency loss, and mentioned some studies going back to 1921 which show that overtime work is less efficient than regularly scheduled work. He mentioned that the comparison of unit costs for placing base rock increased from 40 cents per ton the first season to $1.26 the next season, and 3/4"-0 increased from 80 cents to $2.20.

The State response to this item, as well as the preceding ones, is all contained in Mr. Shirley's summary dated March 31, 1969 addressed to the Claims Review Board.

The Board immediately started consideration of this claim which resulted in a close discussion of Item No. 3 as to whether there was a loss on the 3/4"-0 material due to the State requiring some gradation control. The Board requested that this be investigated further before making a decision on the entire claim. The daily records of the paving plant operation were immediately reviewed in the Construction Division and some pertinent data tabulated and sent to the Division Office for further study. The diaries will also be researched.

John A. Bond, Secretary
Claims Review Board

JAB:fw

cc R. L. Porter

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STATE HIGHWAY ENGINEER

APR 14 1969

FOR FILING

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674

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
April 8, 1969

To:

SUBJECT: L-5936
Miller vs. Murphy Bros., Inc.
and Forrest Cooper

MEMORANDUM TO THE FILES:

Regarding the above entitled case, I discussed this with Mr. Claude Marcus, one of the attorneys handling the defense of Mr. Cooper, in an attempt to find out what further information was desired by them.

They indicate that, at this time, they would like a narrative statement describing the condition of the roadway, signs, and barricades at the time of the accident--with particular reference to its conformity to highway standards, rules and regulations in force at that time. It should include information as to the presence of lights, striping, reflectors, how lights were turned on, when the detour was put in operation, the need for a barricade in the middle of the road, and the history of its operation, including any of the difficulties that were encountered.

Mr. Marcus indicated that, if the case went to trial, he would probably want to call Mr. Thompson as a witness in that he was the engineer in charge of the work on this project.

By copy of this memorandum, I am requesting Mr. Thompson to prepare such a narrative statement and forward it through this office for ultimate transmittal to our attorney.

A. F. Parson
Division Engineer

By H. S. Coulter

H. S. Coulter
Assistant Division Engineer

Cooper

NOTED
FORREST COOPER

HSC:sh

cc: F. B. Klaboe
F. D. Morgan
E. S. Hunter
J. L. Sollis
E. S. Thompson

NOTED
F. B. KLABOE

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APR 9 1969
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APR 4 - 1969

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 3, 1969

SUBJECT:

To:

Mr. A. F. Parson
Division Engineer
P. O. Box 850
La Grande, Oregon 97850

L-5936
Miller vs. Murphy Bros., Inc.,
and Forrest Cooper

Attached is a copy of a letter from the attorneys for our insurance company that are handling the defense of Mr. Cooper in the above-entitled case requesting some information. The case grows out of an accident which occurred on December 27, 1966, on Highway 30 near Ontario in which the Miller vehicle struck a barrier on a detour. This was on the Lime-Malheur County Contract No. 6747. Mr. E. S. Thompson is familiar with this matter and may be able to help supply the necessary information.

This accident happened during the period that the contractor was not working on the project because of the winter weather. If you have any questions regarding the information requested, please do not hesitate to contact me. Please forward the information to me for transmittal to our attorneys.

JACK L. SOLLIS
Staff Attorney

JLS:krk

Enc.

cc: F. B. Klaboe
F. D. Morgan
E. S. Hunter

NOTED
F. B. KLABOE

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APR 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

WILLIAM O. MURPHY

THORNTON C. MURPHY

GENERAL CONTRACTORS

MURPHY BROS., INC.

"We Move the Earth"

E. 3812 BROADWAY AVE. • SPOKANE, WASHINGTON • KE 3-1591

MAIL ADDRESS: P. O. BOX 2685, TERMINAL ANNEX

SPOKANE, WASHINGTON 99220

30 January 1969

Routing

Morgan
Docker
Bond
Walker
Boehme
Johnsen

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FEB 3 1969
CONSTRUCTION DIVISION

Peet
Swan
Glenn
Litchfield
Sletten

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Sir:

In our meeting of January 10, in your office, it appeared that we could not find an area of compromise satisfactory to settling any of our outstanding claims. Accordingly, we request that the Claims Review Board give consideration to these items as soon as possible. We will need approximately two weeks notice of a date for a hearing in order for our subcontractors to be properly notified.

We would like an opportunity to present the following claims to the Board, all of which are summarized in our letters of August 13, 1968 and September 12, 1968 [to which you answered October 18, 1968]:

1. Asphalt Paving Claim - $50,809.07. -See our letter of August 13, 1968 detailing this claim, and refer to Price Agreement No. 17 and Price Agreement No. 20 on this subject.

2. Additional Stone Base - $11,134.41. -See our letter of August 13, 1968 detailing this claim. In addition to the basis of Section 103-3.1f of the specifications mentioned in our letter, we would like to add the reference to Article 7-32 mentioned in your response on October 18, 1968. This reference states that we are not responsible for damages due to unforseeable causes beyond the control of the contractor. This work was clearly within the scope of the last sentence of this specification; therefore, subject to reimbursement by the State.

3. Additional Stone Leveling Course - $2,430.00. -See our letter of August 13, 1968 detailing this claim, which is for a contract item.

4. Liquidated Damages - $8,100.00. -See our letter of August 13, 1968 on the subject of time extension, plus our detailed submittal on April 29, 1968 showing justification for a time extension of 171 days.

5. Acceleration and Design Deficiency - $70,000.00. -See our letter of September 12 outlining this claim, along with our letter of December 11, 1968.

Please advise us as soon as possible when these items can be presented to the Claims Review Board. As only Item #1 involves a subcontractor, perhaps it can be scheduled for presentation first.

We also would like to call to your attention we still have received no offer of the compromise settlement on the two previous claims submitted to the Board last April [mentioned in your letter of April 16, 1968].

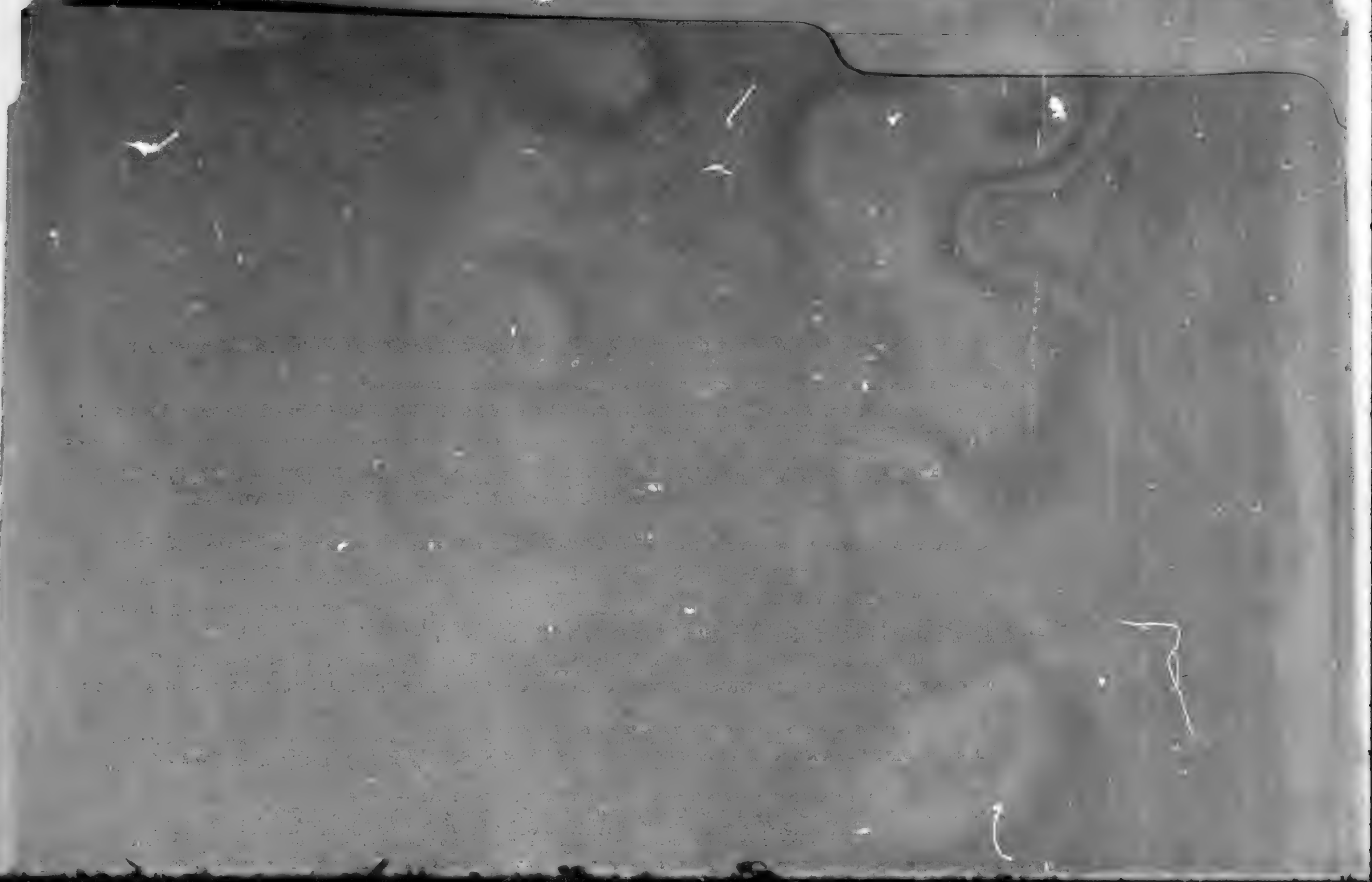
Very truly yours,

MURPHY BROTHERS, INC.

Gilbert W. Gray
Project Manager

GWG/cb
cc Mr. Lewis K. Scott

I-80N-7(18) Lime-Malheur Co. Line 1965
341 Sec., Old Oregon Trail Hwy.
#6747 (Grad. pav. struc., & Signing) #1



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OREGON STATE HIGHWAY DEPARTMENT

I-ON-7(18)241
6747

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

December 16, 1968

Murphy Brothers, Inc.
P. O. Box 2685, Terminal Annex
Spokane, Washington 99220

RE: Lime-Malheur County Line Section
Contract No. 6747

ATTENTION: Mr. Gilbert Gray

Gentlemen:

This will respond to your December 11 letter wherein you re-state the contract claims pending on this project and request a separate consideration of items 4 through 7 amounting to some $91,664.41.

It appears that the amount that we could hope to find some basis for adjustment is very small in comparison to the amount claimed. Since the asphalt paving (Item 3) claim appears to be headed for a Claims Review Board determination anyway, we wonder if it would not expedite the entire matter and minimize time and travel for people involved in any meeting, to proceed towards an early Claims Review Board consideration of the entire matter.

Please understand that we do not particularly object to a meeting at our level, and will gladly do so if you wish, but it is not essential to do so as a preliminary to getting the ultimate Claim Board review.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan

F. D. Morgan
Construction Engineer

JAB:fw

bc: F. B. Klaboe
A. F. Parson

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DEC 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

WILLIAM O. MURPHY

THORNTON C. MURPHY

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JAN 6 - 1971

GENERAL CONTRACTORS

MURPHY BROS., INC.

"We Move the Earth"

E. 3812 BROADWAY AVE. • SPOKANE, WASHINGTON • KE 5-1581

MAIL ADDRESS: P. O. BOX 2669, TERMINAL ANNEX

SPOKANE, WASHINGTON 99220

9 December 1968

Mr. Rod Porter, Chairman
Claim Review Board
Oregon State Highway Department
Salem, Oregon 97310

Re: Contract No. 6747
Project No. FAP I-80N-7(18)341
Lime-Malheur County Line Section

Dear Mr. Porter:

In April of this year, we presented two claims to the Claim Review Board concerning our concrete paving subcontractor, Acme-Vickrey. After the hearing, we received a letter from John Bond, Secretary of the Board, dated April 16, 1968, suggesting a compromise settlement based on a stipulation of final settlement on all claims for the project.

At that time, we had not received the final estimate, nor obtained the information from our subcontractors as to other possible payment controversies. We received the final estimate in June, 1968 and in August submitted additional claims and exceptions to the quantities on the final estimate. A final claim was submitted on September 12, 1968. With this large contract and several subcontractors involved, it took several months to be sure all parties were satisfied.

All claims for additional compensation have now been submitted to the Construction Division of the State Highway Department. It appears that some of these may take more time to settle because of controversy with our asphalt paving subcontractor. We have no additional claims that involve our concrete paving subcontractor, Acme-Vickrey. They have been very patient with us to date in

waiting for a settlement, but would like some action on their claim. We would appreciate it if a settlement can be made soon on the two claims presented to the Board in order to finalize their subcontract. If we can receive your proposal for settlement, we will give it serious consideration immediately.

Very truly yours,

MURPHY BROTHERS, INC.

Gilbert W. Gray
Project Manager

GWG/cb
cc Mr. John Bond
Mr. Lewis Scott

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

DATE FILING
OCT 28 1968

I-RAN-7(18)341
(7)-1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 25, 1968

2557

Allstate Insurance Company
198 Commerical Street S.E.
Salem, Oregon 97308

Attention: Kenneth C. Loughton

Re: Accident 12-27-66
Lime-Malheur County Line Section
Contract No. 6747

Gentlemen:

A letter was mailed to you earlier today relative to the above subject matter but with the additional title of "L-5607 - Kay L. Thomas vs State". Please mark this additional part off of the earlier correspondence as it does not relate to this subject.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

JACK L. SOLLIS
Staff Attorney

JLS:phm

cc: F. B. Klaboe
J. A. Bond

RECEIVED
OCT 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD

FRED W. HILL, MEMBER
PENDLETON

THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 25, 1968

Allstate Insurance Company
198 Commercial Street S.E.
Salem, Oregon 97308

Attention: Kenneth C. Loughton

Re: [redacted]
Accident 12-27-66
Lime-Malheur County Line Section
Contract No. 6747

Gentlemen:

Enclosed please find copies of correspondence and reports concerning an accident that occurred December 27, 1966, at the end of a highway construction project.

As you will note, Mr. Kidwell is seeking certain information from the Highway Department. As you will note also from the enclosed copy of my letter to Mr. Kidwell, I have advised that if he wishes any further information, he will have to have it cleared with you people.

If you have no objection to our furnishing him with this information, I would appreciate you advising me. If you do have objection, I would appreciate you advising Mr. Kidwell.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

JACK L. SOLLIS
Staff Attorney

JLS:phm
Enclosures

cc: F. B. Klaboe
J. A. Bond

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OCT 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD

FRED W. HILL, MEMBER
PENDLETON

THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 25, 1968

Mr. Wayne L. Kidwell
Attorney at Law
103 Courthouse
Boise, Idaho 83702

Re: Lime-Malheur County Line
Section, Contract No. 6747

Dear Mr. Kidwell:

In reply to your letter of October 18, 1968, please be advised that inasmuch as there is a possibility that the State might subsequently become involved in litigation concerned with the accident about which you have inquired, it will not be possible for us to supply you with any more information until you have cleared the matter with Allstate Insurance Company, 198 Commercial Street S.E., Salem, Oregon 97308.

I have forwarded all of the material relating to the above subject matter to Allstate and requested that they contact you regarding the matter.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

JACK L. SOLLIS
Staff Attorney

JLS:phm

cc: F. B. Klaboe
J. A. Bond

FORM E-30X—80M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 24, 1968

SUBJECT: Accident Inquiry
Lime-Malheur County Line Section
Contract No. 6747

To: Mr. Jack Sollis
PUC and Railroad Section
BUILDING

In accordance with our conversation of this date, I send you herewith two copies of all the correspondence involving this inquiry from Attorney Kidwell in Boise. I understand that you will forward them to our liability insurance carrier and will also respond to Mr. Kidwell"s letter dated October 18 with a copy to this office and to Mr. Klaboe.

In the way of further information that may be pertinent to this matter, Mr. Gil Gray, Vice President of Murphy Brothers Construction Company which was the contractor on this project, was in my office on October 3 to discuss another matter. I took the occasion to inquire of him whether he had any knowledge of a serious accident or law suit arising from an accident that occurred on their project. Mr. Gray advised me, after referring to some notes, that they had referred to their own insurance carrier some information concerning an alleged accident that occurred December 27, 1966 (you will note Attorney Kidwell has not as yet divulged the date of the accident he is talking about). Mr. Gray had no specific details but did advise that their insurance carrier's Attorney representing them in the matter was named Quane and was from Boise.

We have in our office some of the project records including diaries kept by some of our personnel and I have checked them for entries in the vicinity of December 27, 1966. The project was dormant because of the winter season at that time and most of our people were on vacation. I found no mention of any accidents which confirms the information that Mr. Thompson gave me earlier as set forth in my October 1 letter to Mr. Klaboe.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

JAB:fw
Enc.
cc F. B. Klaboe

WAYNE L. KIDWELL
ATTORNEY AT LAW

Routing
Morgan
Dunker
Bond
Barbee
Walker
Olson
Morelock
Trout
Scott
Wills
Litchfield
Olson

TELEPHONE 342-0929
342-0929
103 COURTHOUSE
BOISE, IDAHO 83702

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OCT 4 1968
CONSTRUCTION

October 18, 1968

Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Department
Salem, Oregon 97310

Re: Lime-Malheur County Line
Section, Contract No. 6727

Dear Mr. Klaboe:

Thank you for your return letter of October 2, 1968. You ask about the nature of the legal action involved. I represent one Lucille Miller, who was a passenger in an automobile which collided with a barricade being used as a traffic regulator where the Benson Creek interchange was being constructed on the Lime-Malheur County Line Project.

We are currently involved in litigation with Murphy Brothers Construction Company, Inc., who was the contractor on that project. As we have the facts, Murphy Brothers constructed and placed the barrier with which the automobile collided. The accident was at night, and the barricade was marked with only two small reflectors. The barricade was placed in two lanes of traffic, closing that side of the highway so that traffic would be required to use the two lanes on the other side of the median. The automobile in which Mrs. Miller was riding came straight down the highway and collided with the barrier becuase the driver did not turn and enter the other two lanes of traffic. The reason for the failure to turn was that the driver did not see the barrier. The driver was Mrs. Miller's husband, who has since died. He was driving the automobile between 30 and 45 miles per hour.

As you are no doubt well aware, the contractor is relieved of legal responsibility if that portion of the road had been accepted for traffic by your office according to Section 7-31 of the Standard Specifications. I would like to know when the Benson Creek interchange

was accepted for traffic within the meaning of Section 7-31, and also when any portions near or about that interchange were accepted. Would it have been possible for any parts to be accepted orally by your office before December 27, 1966, so as to relieve the contractor of liability on that date?

Also I would like to know if the barriers located about the interchange as traffic regulators on December 27, 1966, were constructed and placed there by Murphy Brothers.

I would greatly appreciate any information you could forward to me on the above inquiries.

Very truly yours,

WAYNE L. KIDWELL
Attorney at Law

WLK/d

RECEIVED
OCT 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 18, 1968

Murphy Bros., Inc.
P. O. Box 2685, Terminal Annex
Spokane, Washington 99220

RE: Contract No. 6747
Lime-Malheur County Line Section

ATTENTION: Mr. Gilbert Gray

Gentlemen:

This will respond to your August 13 and September 12, 1968 letters which set forth claims for additional compensation on the subject project. The August 13 letters set forth six separate claims totalling $86,872.40. The $70,000 lump sum claim presented in your September 12 letter apparently duplicates the earlier claims. Although your letters were directed to the Secretary of the Claims Review Board, we believe it proper at this point to reply from the Construction Division because several of the items listed are new material. The function of the Claims Review Board is to make an impartial independent review of unresolved differences that may remain after a response from the field or Staff Department which administered the contract.

Items 1 and 2 in your August 13 summary have previously been considered at all levels by the State including the Review Board and an indication of the State's position of these two items has been given to you. We will therefore comment on only the remaining four items as follows:

Item No. 3 - Asphalt Paving Claim - You cite no specific specification basis for adjustment. We gather from your discussion of this item that the State in some manner guarantees that satisfactory asphaltic concrete can be produced at a profitable rate if the asphaltic concrete aggregate specifications are met. We do not believe such a conclusion is proper. The production of asphaltic concrete is covered by an entirely separate section of the specifications from that covering the production of the aggregate. You can appreciate that there are many variables

involved in the storing, handling and processing of the aggregate into an asphaltic concrete mixture which are under the control of the contractor. The amount claimed here converts to a requested adjustment of $1.23 per ton of bituminous material produced on the project under both the original bid item and Price Agreement No. 17. The State negotiated and approved Price Agreement No. 17 in good faith. As added evidence of the reasonable attitude of the State, the lime additive item was re-negotiated and payment increased by Price Agreement No. 20 when it was recognized that the contractor had made an honest error in original price quotation. One very pertinent point with respect to this claim is the fact that the source of the aggregate involved was the contractor's own choosing. It was not a mandatory source designated by the State. One can assume that there were factors other than those covered by the specific quality control requirements set forth by specifications that influenced the contractor to choose the source he did. The State was clearly within its authority under Section 320-3.7 to require that the moisture content of the aggregate be reduced to the specified level. We respectfully deny the adjustment requested in Item No. 3.

Item No. 4 - Additional Stone Base: You cite Section 103-3.1 f as the basis of this claim. This section does not set forth a maintenance obligation on the part of the State. The State does not accept the many separate items of work on a project piecemeal. It accepts the project as a whole and the contractor is clearly charged with the care of the work under Article 7-32 until final acceptance of the whole of the work under the contract.

Item No. 5 - Additional Stone Leveling Course - This items appears to be very similar to Item No. 4. Our project personnel advise that there was no misunderstanding at the time this material was placed as to the contractor's responsibility. If the contractor knew of the State's position on this matter at the time the rock was placed, and since no material receipts were issued at that time, there would appear to be no question but that you were so informed, any claim for additional compensation on this situation would appear to be subject to the requirements of Section 9-6. So far as we can determine the first notice of this claim is in your August 13 letter. If the additional material in question here was in fact incorporated in the roadway and not wasted, there may be a basis for adjustment. We are willing to give further consideration to this item if it would bring a complete and final settlement of all claims on the project.

Item No. 6 - Liquidated Damages - Two time extensionshave been granted on this project for a total of 52 days (exclusive of ordered stop work periods) leaving 27 days of liquidated damages in effect. The 52 days total was derived in three

parts. It includes 30 days for additional bituminous mix. This can be justified in either of two ways: The actual rate of production during the overall time when most of the bituminous base and asphaltic concrete work was performed between September 8 and November 18, 1967 was about 570 tons per calendar day. The added quantity was approximately 16,733 tons which at the above rate amounts to 30 calendar days. Another approach is that the contract quantity of 24,500 tons was reached about October 18. The remaining interval of paving time from then until November 18 is also 30 days.

Seven (7) days extension was granted for the 44 per cent overrun in seeding. This was late seeding work done near the project completion in March of 1968.

Fifteen (15) days were allowed for changes in the guard rail. This is based on a liberal interpretation in the contractor's favor for the time that was counted between the completion of the paving November 27 until the shutdown order of December 14, 1967.

The largest amount of time which you requested for reasons other than above is concerned with the so-called remobilization period from July 11 to early August of 1967. This is the interval during which the work represented by Claim No. 4 above was performed. During this time, the contractor was actively engaged on work we believe it was his obligation to perform, so we see no valid basis under the specifications for time extension on this situation.

If you wish to meet with us in a spirit of compromise to work towards a complete and final settlement of all claims, we would be glad to do so. If on the other hand you see fit to stand on the claims and amounts claimed up to now, you could request a review before the Claims Review Board.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

JAB:fw

bc: F. B. Klaboe
A. F. Parson

RECEIVED
OCT 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 3 - 1968

FOR FILING
I-80N-7(18)341
6747

October 2, 1968

2514

Mr. Wayne L. Kidwell
Attorney at Law
103 Courthouse
Boise, Idaho 83702

Dear Mr. Kidwell:

Re: Lime-Malheur County Line Section
Contract No. ~~6727~~ 6747

This will respond to your September 27 letter inquiring about the date or dates that this project was "accepted for traffic" with reference to Section 7-31 of our Standard Specifications.

A quick review of the files readily available in our Construction Division indicates no formal notice or recording of an acceptance for traffic within the meaning of Section 7-31 on this project. Both the westbound and eastbound lanes throughout the project were opened on November 27, 1967. More minor shifts of traffic on short segments of temporary detours or stage construction are not ordinarily documented formally for wide distribution.

More detailed information on this project might be available with a more detailed search of the project records but, before doing so, we should know the nature of the legal action involved and the possible uses of such information.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
(FBK 2518) Victor D. Wolfe
G. E. Rdde - Enc.
F. D. Morgan
A. F. Parson - Enc.
E. S. Thompson - Enc.

copy to Murphy Bros. 10-4-68

JAB:fw srb

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1968

SUBJECT: Lime-Malheur County Line Section
Contract No. 6747
Assignment No. 2518-FBK

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

I have looked through our correspondence files for 1967 and 1968 on this project and have also called Resident Engineer Thompson to clarify some points.

I find no specific letters to the contractor or memos concerning any openings to traffic and Mr. Thompson does not recall any having been written. There were three stages involved in the traffic routing at the easterly end. The details of these shifts and the dates on which they occurred were noted in diaries.

I find no reports of accidents and Mr. Thompson does not recall there being any during the life of the contract on which data was available. He says there were a couple of occasions where there was evidence of accidents having occurred during the night, but no serious accidents to his knowledge.

A teletype from the Division Office on the morning of November 28, 1967 indicates that westbound lanes were opened on the 27th and the eastbound opened on the 28th. Mr. Thompson is positive that this is in error. The eastbound was opened on the morning of the 27th and the westbound on the afternoon of the same day. The opening had been scheduled for the 28th but it was opened early because of a forecast of a coming snowstorm. At the time the job was opened to traffic, paving was completed including shoulders, but there was some guard rail and seeding and clean up work still under way.

A suggested reply to Attorney Kidwell is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB:fw
Attach.

RECEIVED
OCT 2 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Routing

Morgan — Pool
Decker — Acrelock
Bond — Thiel
Barbee — Scott
Walker — Wills
Olson — Litchfield
Swain — Olson

RECEIVED
CONSTRUCTION
DIVISION

WAYNE L. KIDWELL
ATTORNEY AT LAW

TELEPHONE 343-0040
343-0829

103 COURTHOUSE
BOISE, IDAHO 83702

7851

REFERRED TO
Klabzuba
BY DEPUTY STATE HIGHWAY ENGINEER

Will you give me the facts please
Rep

September 27, 1968

State Highway Engineer
State Department of Highways
Salem, Oregon

Re: "Line--Malheur County Line"
project

Dear Sir:

This letter is to inquire as to the opening of certain parts of the Line--Malheur County Line highway project. That contract was awarded to Murphy Brothers, Inc.

Specifically I would like to know exactly what procedure was followed under Article 7-31 of the State of Oregon Standard Specifications for Highway Construction 1964 requiring a designation as "accepted for traffic" by you when a portion of roading is removed from the legal responsibility of the contractor. Is such a designation evidenced by a writing? Are these writings filed anywhere?

Was the "Line--Malheur County Line" project designated as "accepted for traffic" all at once, or was it designated as such in parts by you? If so, on what date? If not, I am interested in the easterly most part of that project. On what date or dates were the portions consisting of the easterly most part of that project (i.e., near the Malheur County Line) designated as "accepted for traffic" by you pursuant to Article 7-31 of the Standard Specifications?

I would appreciate a response to this letter at your earliest possible convenience, since the questions involved are of utmost importance to a legal matter to be determined soon. Thank you.

Very truly yours,

WAYNE L. KIDWELL
Attorney at Law

WLK/d

RECEIVED
SEP 30 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 12 1968
FOR FILE

September 11, 1968

Kobin & Mayer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Attention: Mr. Norman B. Kobin

Gentlemen:

This is to acknowledge receipt of your letter of September 5 and attached Notice of Claim of Percy A. Jellum, Contractor, Inc., stating that Murphy Brothers, Inc., owes them for labor, materials, and equipment in the amount of $60,703.17.

The claim states this is in reference to the Murphy Brothers, Inc., Contract No. 6747 for grading, paving, structures, and signing on the Lime-Malheur County Line Section of the Old Oregon Trail in Baker and Malheur Counties.

The Fidelity and Casualty Company of New York through Pallett, Fisher, and Carlo, Inc., 1001 U. S. National Bank Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of this claim.

The Secretary of State's office has informed us that they received this claim in their office on September 6, 1968, and have assigned their File No. 4395.

Please inform this office when your client's claim has been satisfied.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Murphy Brothers, Inc.
The Fidelity and Casualty Company of New York
Pallett, Fisher & Carlo, Inc.
The Commissioners
Hon. Clay Myers

CWH:cjr

NOTED ON CARD
9-12-68
CR

P. O. Box 272
Pendleton, Oregon
September 5, 1968

Secretary of State
State of Oregon
Salem, Oregon

Mr. Floyd Query, Secretary
Oregon State Highway Dept.
Salem, Oregon

RE: OSHD Contract No. 6747
Lime-Malheur County Line
Murphy Brothers, Inc. - Contractor

Gentlemen:

The undersigned, Percy E. Jellum Contractor, Inc., has a claim against Murphy Brothers, Inc. and The Fidelity & Casualty Company of New York, the surety on its payment and performance bond, in the amount of $60,703.17 for labor performed and materials and equipment furnished in the performance of the noted job.

PERCY E. JELLUM CONTRACTOR, INC.

By _____

NOTED
FLOYD QUERY

RECEIVED
SEP 6 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 10 1968
FOR FILING

IFIN-7(15)#11
6747

September 10, 1968

Kobin & Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Attention: Mr. Norman B. Kobin

Dear Mr. Kobin:

Your letter of September 5 requests certain information concerning our Contract No. 6747 awarded to Murphy Brothers, Inc., for construction on the Lime-Malheur County Line Section of the Old Oregon Trail.

Liquidated damages for 27 days and in the amount of $8,100 have been assessed against the contractor. The contractor did make a request for an extension of time on this contract, and we have attached a photocopy of the request. Also attached is a copy of our letter dated August 20 to Murphy Brothers, Inc., advising them of the Commission's action on the request for extension of time.

In reply to your other question, we do not have in our files at this time any claims by the contractor against this contract subsequent to the claims outlined in the contractor's letter of August 13, 1968.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:wln
Attachments

bc Murphy Brothers, Inc.
Frank Morgan
Attn: John Bond
Jack Sellis

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
JACK L. JOYCE

LEO LEVENSON
OF COUNSEL

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

223-1108

September 5, 1968

REFERRED TO
Office Engr
BY SECRETARY
for info on underlined portions of letter
76

Mr. Floyd Query
Secretary
Oregon State Highway Department
Salem, Oregon 97310

SUBJECT: OSHD Contract No. 6747
Lime-Malheur County Line
Murphy Brothers, Inc., Contractor

Dear Mr. Query:

I come seeking some information. Please advise:

(1) Whether liquidated damages were charged to the Contractor on final or post-final estimate, and if so, the number of days charged and the amount thereof. With respect thereto, if your files indicate requests for remission of liquidated damages or for an extension of time, kindly advise the dates such requests were made, the number of days of extension requested, or the amount of moneys sought to be remitted, and the action, if any, taken by the Oregon State Highway Commission thereon. "

(2) Does the prime contractor have any claims pending against the Commission other than those which are the subject matter of its letter of August 13, 1968 to the State Highway Department?

Your courtesies in furnishing me this information will, of course, be appreciated.

Best regards,

Norman B. Kobin

NBK:bw

cc: Percy A. Jellum Contractor, Inc.
P. O. Box 272
Pendleton, Oregon

RECEIVED
SEP 9 1968
OFFICE ENGINEERING
DIVISION

RECEIVED
SEP 6 1968
OREGON
STATE HIGHWAY COMMISSION

PF #27 27 days @ $300.00 = $8,100.00
Floyd, The $8,100.00 is as shown on the Liquidated Damages item of the Final Estimate. J. Ernest will furnish you the additional information requested in the last paragraph of Norman's letter.

WILLIAM O. MURPHY

THORNTON C. MURPHY

GENERAL CONTRACTORS

MURPHY BROS., INC.

"We Move the Earth"

E. 3812 BROADWAY AVE. • SPOKANE, WASHINGTON • KE 8-1591

MAIL ADDRESS: P. O. BOX 2685, TERMINAL ANNEX

SPOKANE, WASHINGTON 99220

Routing

Morgan ____ Pease ____
Decker ____ Morelock ____
Bond ____ Trout ____
Barbee ____ Scott ____
Walker ____ Wills ____
Glenn ____ Litchfield ____
Swan ____ Olson ____

RECEIVED
AUG 23 1968
CONSTRUCTION DIVISION

August 13, 1968

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. John Bond, Secretary, Claim Review Board

Re: Contract No. 6747

Dear Sir:

We have not been able to answer your letter of April 16, 1968 concerning the claims review board until the final estimate had been prepared and reviewed by ourselves and all our subcontractors. This has now been accomplished and we have the following items to submit as claims on this project, including the items already presented:

Item No. 1	- Extra Cost for Steel Chair Supports	$12,946.04
" " 2	- Additional Cost at Benson Creek Detour	1,452.88
" " 3	- Asphalt Paving Claim	50,809.07
" " 4	- Additional Stone Base	11,134.41
" " 5	- Additional Stone Leveling Course	2,430.00
" " 6	- Liquidated Damages	8,100.00
	TOTAL AMOUNT	$86,872.40

We have submitted the details of these items by separate letter so the appropriate action can be taken on them.

We will be glad to discuss these with you at any time or supply additional data if necessary to support our claims. It is hoped that prompt action will be possible on these items.

Very truly yours,

MURPHY BROTHERS, INC.

Gilbert W. Gray

Gilbert W. Gray
Project Manager

9-10-68
cc to Query:
So far as I know, this is all the contract claims.

GWG:ja

RECEIVED
SEP 25 1968
FOR FILING

I-80N-Wallace 1-4

August 20, 1968

Murphy Brothers, Inc.
3812 East Broadway
Spokane, Washington 99206

Gentlemen:

The State Highway Commission at its meeting on August 20 considered your request for an extension of time on Contract No. 6747 on the Lime-Malheur County Line section of the Old Oregon Trail in Baker and Malheur Counties.

After careful consideration, the Commission approved an extension of time covering the stop work order in effect from December 14, 1967, to March 7, 1968, plus an extension of 17 days thus reducing the days on which liquidated damages will be charged to 27.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc A. F. Parson
E. B. Thompson
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: July 15, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(18)341
Lime-Malheur Co. Line Section
Old Oregon Trail Highway
Time Extension

Reference is made to Mr. Klaboe's July 2, 1968 letter on the above subject.

We concur in extending the completion date on this project to February 19, 1968.

17 day extension on time
27 days @ $300 = $8100

copies to
Morgan
Yelsing
Maison
7-17-68

RECEIVED
JUL 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-39 SSH 8-63 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon
May 6, 1968

NOTED A. SHIRLEY

MAY 9 - 1968
REC'D DIV. OFFICE LA GRANDE

To:
Mr. A. F. Parson
Division Engineer
La Grande

SUBJECT: REQUEST for EXTENSION of Time
Lime - Malheur County Line Section
Old Oregon Trail Highway
Contract No. 6747

Herewith is a Request for Extension of Time (5 copies) based on ten parts and detailed by the contractor. The contractor's time for completion of the project has been extended on two previous occasions. The completion date was changed from June 30, 1967 to October 6, 1967 on his first request and from October 6, 1967 to November 10, 1967 as a result of his second request. A careful review of each of the ten reasons presented has been made, keeping the causes in mind, as set forth in the specifications for increase of contract time. Following is my best judgement for validness of cause for each of the ten parts.

Part 1. Remobilization after spring shutdown period.

The contractor's first request for an extension of time was granted due to temporary suspension of the surfacing work because of wet subgrade. The extension granted additional time for the full length of the suspension and moved the completion date to October 6, 1967. Conditions favorable for the work and sequence and scheduling are contractor responsibilties. Scheduling paving before the grade would support the equipment was a contractor's error and cannot be a cause for a time extension.

Part 2. Additional gravel in stage 2 detour.

Stage 2 detour was constructed in substantial conformance with the plan the contractor submitted to the state for approval. To safely carry traffic, a supered embankment was constructed across the finished PCC pavement lanes and median with PMSB. The detour required approximately 2,000 tons of PMSB. However, this contract item underrun 24,588 tons or 10%. An extension of time for this work is not valid.

Part 3. Additional quantities of AC mix.

On October 17, 1967 the contractor made his second request for a time extension based on a substantial increase in contract bituminous materials and a revision in guardrail design. This request was given due consideration and he was granted an additional 35 calendar days or until November 10, 1967 to complete the project. The contractor has set forth no new cause and the decision of the Highway Commission shall be final.

(more)

FORM E-10 [illegible] SP 6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon

To:
Mr. A. F. Parson
Division Engineer
La Grande

SUBJECT: Request for Time Extension
Lime - Malheur County Line Section
Contract No. 6747

Part 4. Shutdown due to unfavorable weather.

A second shutdown order was issued to the contractor effective December 14, 1967 and was rescinded effective March 7, 1968 when the contractor elected to resume contract work. The period effected by the shutdown order was 84 calendar days. In addition to this 84 day period, a valid cause for extending his completion date, he is asking for 7 days prior to the shutdown order and 5 days after the shutdown order was rescinded. During the week prior to December 14th, work was in progress on Type 2 Fence, 16' Single Gate, Guard Rail, Median Barrier and Guide Posts, all are contract items. This work was completed December 13th. The contractor Determined the date for rescinding the shutdown order by starting contract work on March 7, 1968. This responsibility for the contractor was specified in the shutdown order. Work started on March 7th, was removal of the old paving beside the WB off ramp at Benson Cr. Interchange, under the General Excavation contract item. The contractor therefore has a valid cause for only the period of the shutdown order or 84 calendar days.

Part 5. Additional seeding work.

It is true that this work exceeded the contract estimate by approximately 45% and was performed on four seperate moves to the project. However, on each move in, the work was terminated either due to lack of work area prepared or due to weather conditions. Seeding of the quarry was not contract work since the quarry was not state controlled. All seeding was performed simultaneous with other contract items and in no way delayed the progress of the work. A time extension for the overrun of this work is not justified.

Part 6. Flashing light beacons (E.W.O. #5).

This work was performed concurrently with other contract items without interference or in any way delaying their progress. This request for an extension of contract time is without justfication.

(more)

FORM E-20 SOH 5-65 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Ontario, Oregon

SUBJECT: Request for Time Extension
Lime - Malheur County Line Section
Contract No. 6747

To:
Mr. A. F. Parson
Division Engineer
La Grande

Part 7. Remove Stage 2 detour E.W.O. #6).

This item is related to Part 2 and can be explained in the same manner. The detour, as explained previously, was constructed in accordance with the contractor's plan. We removed the detour by force account and since the contractor's base material stockpile was depleted, the material removed was incorporated into shoulder construction close by. Time spent hauling the material when the detour was constructed, was regained during removal. Removal of the old paving adjacent to "D" Line was contract work shown on the typical section, page 2B of the project plans. The contractor's request is without basis.

Part 8. Repair damaged siphon (E.W.O. #8)

This work in no way interfered with or delayed the contract work in progress. The time requested cannot be justified.

Part 9. Remove brush curb (E.W.O. #10)

This work was performed as a part of the revision for guard rail construction. The contractor's time for completion of the project was increased, in part, as a result of the guard rail revision, on his last time extension. The decision made by the Highway Commission at that time must be final.

Part 10. Extra Holidays.

This request is without basis.

In accordance with the causes for increasing the contract time for the completion of the work, without assessment of liquidated damages, I recommend an increase of 84 calendar days extending the completion date to February 2, 1968.

E. S. Thompson

E S Thompson

Resident Engineer

Encl:

RECEIVED
JUL 31 1968
FOR FILING
I-80N-7(12)311
6143

July 31, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 5
August 20, 1968 meeting

Gentlemen:

Murphy Bros., Inc., contractor on the Lime-Malheur County Line Section of the Old Oregon Trail Highway in Baker and Malheur Counties, Contract No. 6747, has requested an extension of the specified completion date from November 10, 1967, to March 17, 1968, which would eliminate all liquidated damages. The contractor's request is based on time required to remobilize his forces after the 1967 stop work period, work done under Price Agreements and Extra Work Orders, overruns in contract seeding, a stop work period in the winter of 1967-68, and additional holidays.

The specified completion date on this project has twice previously been extended so that the effective completion date is now November 10, 1967. The earlier requests were based on additional guardrail and asphaltic concrete and an ordered stop work period in the spring of 1967. The contractor's request for an extension for remobilization after the spring shutdown is not a justifiable reason under the contract specification. What he refers to as remobilization was mostly time spent in correcting and replacing earlier work, all of which was the contractor's obligation. The Extra Work Orders and Price Agreements to which the contractor has referred as reasons for additional time are not valid inasmuch as they were performed concurrently with bid work or have been allowed for in earlier requests.

There was an overrun in asphaltic concrete amounting to nearly 17,000 tons. This overrun justifies an extension of 30 calendar days. Since 20 days have already been allowed for this time on the earlier request, ten additional days are justified.

Also, the contract quantity for seeding overran nearly 45 percent. This was due to the construction of flatter slopes than originally anticipated and larger waste areas which required more seeding. An extension for seven days is justified for this overrun.

A seasonal Stop Work Order was in effect from December 14, 1967 to March 7, 1968. An extension for this time is justified and after allowing for it, plus the 17 days recommended above, the number of days on which liquidated damages are charged will be reduced to 27, amounting to $8,100.

This is a Federal-aid interstate project and we have the concurrence of the Bureau of Public Roads. Telephonic approval was obtained from Chairman Jackson on July 19. This matter will be on the agenda for confirmation at the August 20 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

JAB:fw fn

FORM B-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

june 28, 1968

RECEIVED
JUL 2 1968
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Request for Extension of Contract Time
Lime-Malheur County Line
Old Oregon Trail Highway
Contract No. 6747

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Murphy Bros., Inc., has requested an additional time extension on this project, presenting ten reasons which would, in effect, eliminate all liquidated damages. One of these reasons is the ordered stop work period during the second winter for the period from December 14, 1967 to March 7, 1968. This time was covered in a written shut down instruction from the Engineer and is clearly justified. Exclusive of this stop work period, there are 44 days (calendar days) of liquidated damages at $300 a day which equals $13,200.

The remaining nine reasons are set forth and discussed separately in the attached May 6 letter from Resident Engineer Thompson. Both the Resident Engineer and Division Office have recommended against further time extension (except for the above mentioned stop work order) and we agree with their conclusions on all but two of the reasons as follows:

Part 3 - Additional Quantities of A.C. Base - The time extension already granted allowed 20 days for this reason and was very simply based on an estimated 1,100 ton per day production rate for an overrun quantity of 15,907 tons. This earlier request for time extension was prepared by the contractor and considered in the field before the paving work was completed. The actual overrun quantity arising primarily from the substitution of Plant Mix Bituminous Base for leveling course on the shoulders was 16,733 tons or a 68 per cent overrun from the plan quantities for bituminous base and A.C. Most of this work was done between September 8 and November 18, 1967 for a total of 72 calendar days. The actual rate of production was about 800 tons per calendar day.

We believe there is some justification for re-analyzing the effect of this overrun. Even though the contractor was plagued with equipment breakdowns and had to make extra effort in pre-drying aggregates due to the characteristics of the material he had chosen to use, it is nevertheless true that the contract quantity of A.C. work would have been completed in a substantially shorter period of time. One would also expect the effect of poor weather, as paving continued into late October and November, on the overrun quantity to further curtail production. We find this actually had little effect, on a straight time-quantity relationship using the actual 72 paving days, contract quantity

of 24,500 tons and actual final quantity of 41,233 tons. Prorating on this basis, the contract quantity would account for 43 days and the overrun quantity for the remaining 29 days for a total of 72; 43 days from the September 8 start of paving runs to October 20.

The weekly reports indicate that the contract quantity was actually reached on about October 18. If October 18 is used as a control date, it can be argued that 30 days was involved in the overrun paving from that time until it was virtually completed November 18. There is a good case for a 30-day extension for the paving overrun on this basis. Since 20 days have already been allowed, we recommend an additional 10 days on this reason.

Part 5 - Additional Seeding Work - The contract quantity of seeding overran 44.6 per cent. This occurred because of excess fill material which was used to flatten slopes and construct waste areas which were subsequently seeded. Seeding was the main contract item worked on during the spring of 1968 when the last time was charged on this project. From the date of the resume work order March 7, until the project was completed March 17, some 11 days. We find that contract seeding was in progress for 7 of these days (allowing for a weekend but excluding seeding done in the quarry area which was the contractor's own obligation). Based on the extensive overrun in this item, we recommend an additional 7 days for this reason.

The 17 days recommended above would reduce the remaining liquidated damages, exclusive of the stop work time, from 44 days to 27 days. The daily rate is $300, so $8,100 liquidated damages would remain.

This matter has been discussed with the BPR Area Engineer, who agrees that our reasons for granting an extension appear to be valid. Rough Drafts of letters to the BPR and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

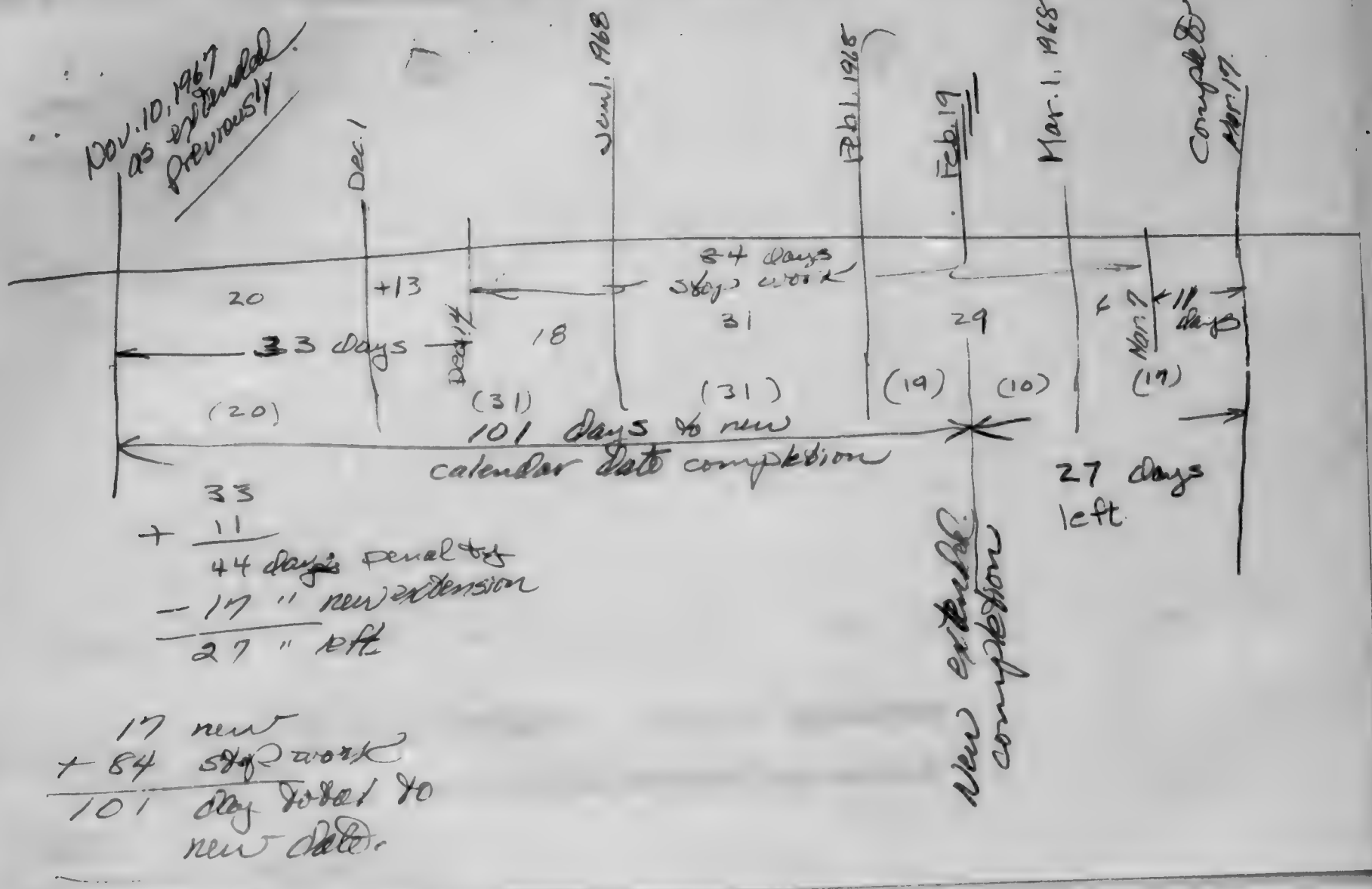
By

John A. Bond
Staff Assistant

JAB:fw:fr

Enc.

cc: L. H. Young



33
+ 11
44 days penalty
− 17 " new extension
27 " left

17 new
+ 84 days work
101 days total to
new date.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6747 Contractor Murphy Bros., Inc.

Highway Old Oregon Trail

Section Lime - Malheur County Line

Kind of Work Grading, paving, structures, signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

An overrun in A.C. (not covered by previous request) justifies 10 calendar days.

An overrun in contract seeding justifies an extension of 7 calendar days.

Stop work period from December 14, 1967 to March 7, 1968 justifies a like extension.

Recommended for Approval:

Alfred Shirley Jr
Division Engineer

John A. Bond
Construction Engineer or ~~Bridge Engineer~~

J. H. Kabeiseman
Assistant State Highway Engineer

State Printing 27059

Contract No. 6747

Project designation I-80N-7(18)341 State-Federal

Date awarded Nov. 10, 1965

Work started Dec. 9, 1965

Per cent completed 100% Date 3/17/68

Specified Completion Date Nov. 10, 1967

~~No. of Workdays~~ Allowed

Request Extension to Feb. 19, 1968

E-320 (Rev.)—5M--5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

RECEIVED
MAY 2 1968
LES LAGE

Oregon State Highway Commission
Salem, Oregon

Date April 29, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calender days (128) from 11-10-67 ~~xxxx~~ to 3-17-68 ~~xxxx~~, within which to complete our Contract No. 6747, without the assessment of liquidated damages. The said contract is described as follows: Grading, paving, structures and signing work on Lime-Malheur County Line Section of the Old Oregon Trail.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(26 days) JUL 11'67 to AUG 6'67: Remobilization after shutdown due to wet subgrade.
(2 days) AUG 28-29'67: Additional gravel on Stage 2 detour (E.W.O. #3).
(22 days) OCT 27 to NOV 18'67: Additional quantities of A.C. Mix (P.A. #17 & #20).
(12 days) NOV 15 to NOV 21'67, MAR 11 to MAR 15'68: Additional seeding work.
(5 days) NOV 2 to NOV 6'67: Remove detour (E.W.O. #6).
(2 days) NOV 13 to NOV 27'67: Flashing light beacons (E.W.O. #5).
(2 days) DEC 4'67 & MAR 13'68: Repair damaged siphon (E.W.O. #8).
(2 days) NOV 1 toNOV 17'67: Remove xxxx

RECEIVED
JUL 30 1968
FOR FILING

I (ON 7(18) - 411

6747

July 26, 1968

Fidelity & Casualty Company of
New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

Your post-final payment for $3,000 will be made to Murphy Brothers, Inc., on Contract No. 6747 for grading, paving, structures, and signing on the Lime-Malheur County Line Section of the Old Oregon Trail in Baker and Malheur Counties, as soon as the warrant is prepared.

The total amount paid on this contract will be $4,933,813.46, including the post-final payment. Of the total, $20,116.06 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Murphy Brothers, Inc.
3814 E. Broadway
Spokane, Washington 99202

Pallett, Fisher & Carlo, Inc.
1001 US National Bank Building
Portland 4, Oregon

C. H. Maison
Attn: John Herr

C

RECEIVED
JUL 25 1968
FOR FILING

I-80N-7(18)241
6747

July 24, 1968

The Fidelity and Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco, California 94111

Gentlemen:

A post-final payment for $30,300 will be made to Murphy Brothers, Inc., on Contract No. 6747 for grading, paving, structures, and signing on the Lime-Malheur County Line Section of the Old Oregon Trail in Baker and Malheur Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $4,930,929.52 including the post-final payment. Of the total $20,116.06 is for force account work. We are retaining $3,000 due to an asphalt penalty; however, it will be released in a few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Murphy Brothers, Inc.
3812 East Broadway
Spokane, Washington 99208

Pallett, Fisher & Carlo, Inc.
1001 U. S. National Bank Building
Portland 4, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
JUL 2 - 1968
FOR FILING
I-80N-7(18)341
6147

July 2, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for Time Extension, Lime-Malheur County Line Section, Old Oregon Trail Highway, Project I-80N-7(18)341

We have received from Murphy Brothers, Inc., contractor on this project, a request for an extension of the specified completion date from November 10, 1967, to March 17, 1968. The contractor's request is based on ten reasons. We believe that only three of these are valid.

The contractor has requested an additional 22 days for increased quantities of asphaltic concrete. The overrun in asphaltic concrete was covered by Price Agreements 17 and 20. An earlier request from the contractor also cited this reason and 20 calendar days have been granted. The earlier extension was based on an estimated 1,100 ton per day production rate for an estimated overrun of 15,907 tons. This earlier request was considered prior to the actual completion of the paving. The final overrun amounted to 16,733 tons, or 168 percent of the plan quantities for bituminous base and A.C. Most of the A.C. work was performed between September 8 and November 18, 1967 (72 calendar days).

Although the contractor was hampered by equipment breakdowns and had to perform extra aggregate drying due to the characteristics of the material, we believe there is justification for reassessing the effect of the overrun. If the A.C. had not overrun, obviously the work would have been completed in a substantially shorter time. The Weekly Reports indicate that the contract quantity of 24,500 tons had been placed on about October 18. The A.C. work was virtually completed November 18

and therefore we believe an extension of 30 calendar days for the gross overrun is justified. Since 20 days have already been allowed, it is our recommendation that an additional 10 days be granted for this reason.

There was a gross overrun in the contract seeding amounting to 44.6 percent. This overrun was the result of adding seeded areas in connection with flattened fill slopes and waste areas which had not been originally included in the contract quantities. Seeding was the main work item under the contract which was performed during the spring of 1968. From the date of a resume work order of March 7 until the project was completed on March 17, contract seeding was in progress for 7 of these days (this includes a weekend, but excludes seeding in the quarry area, which was the contractor's obligation). Based on the extensive overrun in this item, it is our recommendation that an additional 7 days be granted.

There was a stop work order in effect from December 14, 1967, until March 7, 1968. An extension for this period is justified.

The extended completion date which has been approved by your office and the Highway Commission is November 10, 1967. It is our recommendation that the completion date for this project be extended to February 19, 1968. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

DES:fr srb

RECEIVED
JUN 20 1968
PUBLISHING
I SAW THIS
6747

June 20, 1968

The Fidelity and Casualty Company of New York
San Francisco Branch Office
160 Pine Street
San Francisco, California 94111

Gentlemen:

Contract No. 6747 awarded to Murphy Brothers, Inc., for grading, paving, structures, and signing on the Lime-Malheur County Line Section of the Old Oregon Trail in Baker and Malheur Counties was completed on March 17, 1968, and accepted by the Highway Commission on June 19, 1968.

Final payment in the amount of $118,487.81 will be released to the contractor as soon as the warrant is prepared. The total contract amount is $4,900,629.52 including $30,116.06 for work performed under force account. We are retaining $3,000.00 pending determination of the asphaltic concrete mix penalty.

You were advised previously of a claim filed against the contract; however, this claim has been paid in full.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Murphy Brothers, Inc.
3612 East Broadway
Spokane, Washington 99206

Pallett, Fisher & Carle, Inc.
1001 U. S. National Bank Bldg.
Portland, Oregon 97204

L. H. Young
C. H. Maison
Attn: John Herr

McGovern-Carroll-Caverly
North 211 Wall, Box 2151
Spokane, Washington 99210

JUN 20 1968

I-80N-7(18)34X

6747

June 19, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed March 17, 1968, on Contract No. 6747. The contract was with Murphy Brothers, Inc., and was for grading, paving, structures and signing on the Lime-Malheur County Line Section of the Old Oregon Trail Highway in Baker and Malheur Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 19, 1968, and that you concur in this procedure at the Commission meeting on July 9.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

srb jko

RECEIVED
JAN 5 - 1971
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 16, 1968

Murphy Brothers, Inc.
P. O. Box 2665, Terminal Annex
Spokane, Washington 99220

ATTENTION: Mr. Gilbert Gray

Gentlemen:

The Claims Review Board reached a decision to sanction a compromise settlement of the two claims discussed at the meeting with you yesterday, but with the stipulation that any additional compensation be processed as one over-all package that would be complete and final settlement of all claims on this project. We must have clarification from you on this point.

If there is no other payment controversy, we will promptly submit for your consideration a specific proposal on the claims reviewed.

Very truly yours,

John A. Bond, Secretary
Claim Review Board

JAB:fw

bc: R. L. Porter
A. F. Parson

RECEIVED
APR 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 17, 1968

To: MEMO TO THE FILE

SUBJECT: Lime-Malheur County Line
Contract No. 6747
Claim Review

THIS REPORT IS PREPARED IN CONTEMPLATION OF POSSIBLE LITIGATION AND IS REGARDED AS A PRIVILEGED COMMUNICATION

The Claims Review Board, consisting of Messrs. Porter, Klaboe, Edwards, Maison and Frank McKinney substituting for Mr. Rohde, met the afternnon of April 15 to consider two claims on this project. Present on behalf of the contractor, Murphy Brothers, Inc., was Mr. Gil Gray, who was accompanied by Mr. Don Herak on behalf of Acme-Vickery, a Joint Venture, subcontractor on the concrete paving. Present on behalf of OSHD were Assistant Division Engineer Alfred Shirley, Resident Engineer E. S. Thompson and John Walker.

Mr. Herak stated that they had decided early in the job to use concrete block supports for the concrete paving reinforcing steel and subcontracted with Tri M Erectors, Inc. of Seattle accordingly. Placement of steel and blocks started some 7 or 8 days before concrete paving commenced. The first concrete was placed on October 3. Around mid-day on October 4, the letter of the same date from Division Engineer A. F. Parson was delivered to the contractor's representatives on the job. This letter requested an immediate shutdown and that proper support for the steel other than by mortar blocks be provided. An exchange of phone calls during the afternoon developed that steel chairs would be the only type of support that could be approved immediately. By expedited delivery of steel chairs, paving was able to resume the next day.

When questioned, Mr. Herak stated that their quotation "from Tri M" was secured prior to bidding. The contractor emphasized that time was important; that they had to keep the job progressing. State representatives cited a similar chronology of the above events. Samples of the two types of mortar blocks used were sent to the State Laboratory on October 5. Results showed that the light-weight blocks had a compressive strength of 2,463 psi whereas the other type blocks had a compressive strength of 3,465 psi. Mortar blocks have not been used to support paving steel on any other project in Oregon so far as was known.

The State argued that mortar blocks do not provide the homogeneous construction required under Section 330-3.11.

The contractor also presented a claim in the amount of $1,452.88 as alleged additional cost for handling traffic at the Benson Creek detour which is at the easterly end of the project. Basically, this claim is for an extra move of the concrete operation to complete a short run of concrete paving as stage construction. Costs of the detour work were paid under unit bid items. Sections 4-8 and 7-21 of the Standard Specifications were cited by the State; also Section 9-6 requiring timely notice of claim for additional compensation which was apparently not given in this instance.

In the closed discussion by the Board, a majority voted to pay the first claim concerning the steel chairs, but excluding the 10 per cent added by the prime contractor. Payment authorized would be in the amount of $10,699.21. Payment on the second claim regarding the detour was unanimously declined. The Board required, however, that clarification be obtained from the contractor on whether any further claims will be forthcoming on this project. They instructed that the above compromise offer be withheld until all claims, if in fact there are any other claims, can be considered as a total package on the project.

John A. Bond, Secretary
Claims Review Board

JAB:fw

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
C. H. Maison
G. E. Rohde
Frank McKinney

RECEIVED
APR 18 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-80N-7(18)341
6747

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Lime-Malheur County Line	WEEK ENDING: April 13, 1968
		SECTION PREFIX: 601-1060
	HIGHWAY: Old Oregon Trail	COUNTY: Baker & Malheur
NAME OF JOB: Lime-Malheur County Line	KIND OF WORK: Grading, Paving, Strs.& Signing	
CONTRACTOR: Murphy Brothers, Inc.	CONTRACT NUMBER: 6747	FEDERAL AID PROJECT NUMBER: I-80N-7(18)341
DATE OF CONTRACT: November 10, 1965	DATE WORK STARTED: December 9, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: November 10, 1967	PERCENT OF TIME ELAPSED: 107.3
PROJECT AUTHORIZATION: $5,481,236.25	ENGINEERING AUTHORIZATION: $389,776.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $5,091,459.45	ENGINEERING COST TO DATE: $437,591	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $4,943,104		DATE PROJECT WAS COMPLETED: March 17, 1968
ESTIMATED PERCENT [redacted] UNDERRUN: 1.81 %	PERCENT OF AUTHORIZATION: 112.3 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	P.C.C.Paving / A. C. Paving
100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS XXXXXXXX	PAVING
MILES IN PROJECT	8.72	7.97		7.97	7.47
MILES PARTIALLY COMPLETED	8.72	7.97		7.97	7.47
MILES COMPLETED	8.72	7.97		7.97	7.47
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3,350,000	306,400 ton		24,000 ton	221,200 sq.yd.
TOTAL QUANTITIES CORRECTED TO DATE	3,401,250	262,856 ton		41,234 ton	208,821 sq.yd.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,401,250	262,856 ton		41,234 ton	208,821 sq.yd.
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	N. Hunt. 9123	Durbin Spillway 9124	County Road O-Xing 9121 WB	9121A EB	R. C. 491+86 9122	B. C. s 40+65 9553	Benson Creek 9120 WB	9120A EB
PERCENT	100	100	100	100	100	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	REASONS OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

NOTED
R. D. CHURCH

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 7	No activity.
MONDAY 8	No activity.
TUESDAY 9	No activity.
WEDNESDAY 10	No activity.
THURSDAY 11	No activity.
FRIDAY 12	No activity.
SATURDAY 13	No activity.

REMARKS

Field crew running final levels on project. Office crew completed the semi-final Friday and will transport it to La Grande in a state vehicle Monday.

A Design Review Team composed of Messrs. Gordon Brooks of the B.P.R., Frank Hall, J. H. Walker, R. L. Schroeder and H. S. Coulter inspected the project on Thursday.

SIGNED E. S. Thompson LOCATION Ontario

E. S. Thompson, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

FORM E-1232 10M 6-67

RECEIVED
APR 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-84N-7(18)341
6141

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 2, 1968

Murphy Bros., Inc.
PO Box 2685 Terminal Annex
E. 3812 Broadway Avenue
Spokane, Washington 99220

Re: Contract No. 6747
Lime-Malheur County Line Section
Old Oregon Trail Highway
Project FAP I-80N-7 (18) 341

ATTENTION: Mr. Gilbert W. Gray
Project Manager

Gentlemen:

This will confirm the time of 1:30 p.m. Monday, April 15 for a meeting between your representatives and the Claims Review Board to discuss your claim for additional compensation on the subject project. The meeting will be in Room 134 of the State Highway Building in Salem. This is in response to your March 26 letter to Mr. Parson and the purpose of the meeting is to review your claim for extra cost due to the use of steel chair supports in the reinforced concrete paving.

Very truly yours,

John A. Bond

John A. Bond, Secretary
Claims Review Board

JAB:ss

cc: R. L. Porter
F. B. Klaboe
Tom Edwards
G. E. Rohde
C. H. Maison
A. F. Parson
J. H. Walker
E. S. Thompson

Note to Claims Review Board:

Attached is a copy of the March 25 claim summary from the subcontractor, a copy of Division Engineer Parson's October 4, 1966 letter to the contractor, and a picture of the controversial blocks taken by Johnny Walker.

RECEIVED
APR - 3 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-128X 50M 7-66

COMMISSIONERS
[illegible] L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

6-3-27

La Grande

October 4, 1966

Murphy Brothers, Inc.
3812 E. Broadway
Spokane, Washington 99202

Dear Sirs:

Reference is made to your contract # 6747, Lime-Malheur County Line.

For your information the use of mortar blocks to support reinforcing steel does not provide the homogeneous concrete as specified in our standard specifications, paragraph 330-3.11. We must, therefore, ask that you immediately cease the use of these blocks and provide a support that will give us the homogeneous mat as specified.

This letter constitutes an order to shut down immediately until proper support for your reinforcing steel is supplied. This refers to your Portland Cement concrete paving only.

A. F. Parson
Division Engineer

AFP:nd
cc. Mr. F. D. Morgan
Mr. E. S. Thompson
O - K Klamath

Routing

RECEIVED
OCT 5 1966
CONSTRUCTION
DIVISION

LIME-VICKREY, A Joint Venture

AREA CODE 509
KEystone 4-2626
BOX 2503, TERMINAL ANNEX
SPOKANE, WASHINGTON 99220

March 25, 1968

Murphy Brothers, Inc.
Box 2085 Terminal Annex
Spokane, Washington 99220

Attn: Gilbert W. Gray Re: Lime-Malheur County Line Project #6747

Dear Sir:

This refers to our letters of October 27, 1967 and February 29, 1968, regarding our claim for the use of steel chair supports on the above referenced project.

In order to more clearly explain the details of our claim, I believe I should review some of the early background information leading up to this claim.

In late August of 1966, well in advance of starting actual concrete paving, the means of supporting the reinforcing steel was brought up and thoroughly discussed. Your representative and the Oregon State Highway Department Resident Engineer, Mr. E. S. Thompson and myself discussed this matter in detail. I specifically asked whether concrete chairs would be acceptable. I was advised by Mr. Thompson that concrete chairs did meet the requirements of the specifications.

Actual placing of the reinforcing steel started on September 22, 1966 and the first concrete was not placed until October 3, 1966. During this period numerous inspections of the steel and the chairs were made and at no time did anyone from the Oregon Highway Department advise us that the concrete chairs were not acceptable.

At approximately 1:00 P.M. on October 4, 1966, your superintendent handed me a letter addressed to your company and signed by A.F. Parson, Division Engineer, ordering that all concrete paving be immediately stopped and not resumed until supports that produced a "homogeneous mat" were provided. Mr. Parson did not state in his letter what type of chair would be homogeneous with concrete so we found it necessary to call Salem to determine just what would be acceptable to the State. We finally found after several telephone conferences with Mr. F. D. Morgan that only steel chairs produced a "homogeneous mat", and on this basis we called a number of suppliers of steel chairs and were able to locate enough of these chairs in various localities on the West Coast to start our paving operation on October 5th.

We immediately stated that the State of Oregon's action and request was not in accordance with the specifications and that we were therefore entitled to extra compensation as provided for in the standard specifications section 9-6.

Tri-VICKREY — A Joint Venture
KEystone 4-2626
BOX 2503, TERMINAL ANNEX
SPOKANE, WASHINGTON 99220

After carefully reviewing our claim with you it would appear that it should logically be made up in two parts, as follows:

PART ONE is based on the fact that the resident engineer, Mr. E. S. Thompson, did make a decision approving the use of concrete chairs well in advance of actual construction of the pavement. According to Article 5-1, authority of the engineer, it specifically states--"the interpretation of plans and specifications;--and his estimates and decisions in these matters shall be final, binding, and conclusive upon all parties to the contract".

As a result of this decision, we entered into a contract with Tri-M Erectors to place all reinforcing steel on concrete chairs as per specifications. Then on October 4, 1966, after 2 days of paving, the resident engineer's decision was reversed by the division engineer, Mr. A. F. Parson. This sudden reversal of Mr. Thompson's decision after the job was well underway caused us considerable extra expense. We agree that the "Engineer" through his authorized representatives may change his opinion, but he must pay any extra expense incurred by the contractor due to his change in attitude.

PART TWO of our claim is based on our belief that Mr. Parson incorrectly interpretated Paragraph 4, Section 330-311 of the standard specifications. We believe that the section stating that "the concrete shall be homogeneous and of specified quality for the full depth of pavement" in no way refers to the type of chair allowable. It is my opinion that the specification writer was groping for the word "consolidated". Webster defines homogeneous as "of the same kind, identical or alike" and we are at a complete loss to see how a steel chair, whether it be small or large, ever becomes homogeneous with concrete.

It should also be noted that Section 330-311 deals primarily with placing concrete and Section 330-316 deals with reinforcement and it would seem that this would be the logical section in which to specify the type of chair required. Apparently the Oregon Highway Department specification writers also agree with this logic. On March 3, 1967, the supplemental standards part 3 - Surfacings and Pavements-Articles 330-3.16 were modified and now read as follows: "Supporting devices to hold metal reinforcement in proper position--shall be metal specially fabricated--".

The last point I wish to make is that Section 5-4 states that should there be conflict in the interpretation of the specifications due to "the apparent silence of the specifications and plans as to any detail,--shall be regarded as meaning that only material and workmanship of first quality are to be used". Obviously the engineer and ourselves were in conflict as to the interpretation of Section 330-3.11 of the specifications. It would seem that the logical place to clarify a sentence or a paragraph is within the Highway Department's own specifications. In this instance, the proper place to turn is to the section of standard specifications dealing with steel reinforcement, Section 405. Section 405-3.4 states "blocks for holding reinforcement from contact with the forms shall be precast Mortar Blocks--".

AME-VICKREY A Joint Venture

AREA CODE 509
REgional 4-2626

BOX 2503, TERMINAL ANNEX
SPOKANE, WASHINGTON 99220

Surely mortar blocks would not be specified in this section of the specifications if they were not considered to be "material of first quality". In fact, concrete mortar blocks of exactly the same type and quality were used to position all the reinforcing steel in structures on this same project.

Based on the foregoing statements, our extra costs for Part One and Part Two are as follows:

PART ONE. costs due to our need to keep the job moving. We were forced to buy chairs in small quantities airmail them to Boise and other costs resulted as listed below.

	Quantity	Cost
Northwest Wire Works	86 050	$ 5,614.78
Superior Concrete Accessories	31,000	2,359.80
Burke Concrete Accessories	6,500	565.50
Mercer Steel Company	3,000	327.27
Apex Building Specialties	26,000	1,523.05
K & M Specialties	1,750	143.50
Burke Concrete Accessories	890	81.48
Gate City Steel	2,375	192.93
Intermountain Concrete Specialties	366	31.84
		10,840.15
Less cost in large quantities		9,867.69
Extra Cost for Chairs		972.46
United Air Lines - Air Freight		564.07
Ballard Transfer		58.50
Long Distance Phone Calls		39.99
		1,635.02
Labor after 12:00 Noon on 10/4/66 to end of shift caused by shut down		807.02
One-half of Travel Pay for 10/4/66		45.50
Cost to Tri-M for removal of concrete chairs already in place and replacement with steel chairs		1,375.63
		3,863.17
10% Handling & Overhead		386.32
TOTAL EXTRA COST PART ONE.		$ 4,249.49

PART TWO, extra cost of steel chairs.

Cost of Steel Chairs (when ordered in large quantity and with adequate notice in order to produce them during a norman production day -- Northwest Wire Co., Seattle	
Total Chairs 157,931 @ $62.50/M	9,867.69
Decrease in cost to Tri-M Erectors	3,031.65
	$ 6,836.04
10% Handling & Overhead	683.60
TOTAL EXTRA COST PART TWO.	$ 7,519.64

ACME-VICKREY, A Joint Venture

AREA CODE 509
KEystone 4-2626

BOX 2503, TERMINAL ANNEX
SPOKANE, WASHINGTON 99220

I feel these extra costs are reasonable and just and we would like the opportunity to present these facts to the Oregon State Highway Claims Board.

Very truly yours

ACME-VICKREY, A Joint Venture

Donald H. Herak

Donald H. Herak
Vice-President

DHH/jh

RECEIVED
APR 17 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

I-8(N)-7(18)341
6747

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 19, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Contract 6747
Prefix 601-1060
FAP I-80N-7(18)341

Dear Sir:

All work under Contract No. 6747, Lime-Malheur County Line Section of the Old Oregon Trail Highway in Baker and Malheur Counties, was completed on March 17, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F. B. KLABOE

Young
4-17-68

Bureau of Public Roads
Oregon Division Office Endorsement Date April 2, 1968

Conditions noted on above date:

None.

R. E. Simpson
Division Engineer

By: G. R. Brooks
District Engineer

RECEIVED
APR 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

Memorandum

I-80N-7(18)341

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 11, 1968

In reply refer to: 08-35.DA-3

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: FAP I-80N-7(18)341
Lime-Malheur County Line Section
Old Oregon Trail Highway
State Force Order No. 7
Total estimated amount of the Order: $2,250
Federal participation: $2,025

Reference is made to your letter dated February 26, 1968 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor has moved his equipment off the project and it would be very expensive to pay for move in and move out costs.

2. The State has trained men and specialized equipment to perform the work economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

RECEIVED
MAR 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

funds [illegible]
Date FEB 16 1968 By [illegible] Dist. Engineer
U.S. Bureau of Public Roads

Order No. 7

Project Name Lime-Malheur County Line Date January 10, 1968

Highway Old Oregon Trail Contract No. 6747 F. A. Project No. I-80N-7(18)341

County Baker and Malheur Prefix 601-1060 Account No. 221-07

Description of Work To Be Done:

Revise signing and widen curve on "UX" Line at Benson Creek Interchange (See attached sketches).

Location by Station Numbers:

"D" 49+00 - "UX" 7+00

Estimate of Quantities and Costs:

Grade and pave "UX" Line revisions	$1,800.00
Signing revisions	450.00
Total	$2,250.00

Explanation:

To eliminate traffic hazard and improve signing at junction of "UX" and "D" Lines. Changes are needed to improve safety of intersection and clarify signing.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$5,481,236.25
Present estimate of project cost, including $2,250.00 for work under this order	$5,352,350.00
Expected under-run (amount)	$128,886.25
Expected under-run (per cent)	2.35

Space to right of this line is for use of Salem Office

Submitted by: E. S. Thompson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer

Approval Recommended: Alfred Shirley, Jr. Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

[illegible] approved by the Deputy [illegible] Engineer

State Printing

RECEIVED
APR 2 - 1968
FOR FILE

I-ION-7(18)241
6747

3-D C
3-5-68

March 5, 1968

Extension No 1

Murphy Brothers, Inc.
3812 E. Broadway
Spokane, Washington 99208

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of time on Contract No. 6747 on the Lima-Malheur County Line section of the Old Oregon Trail in Baker and Malheur Counties.

After careful consideration, the Commission extended the specified completion date to November 10, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc A. F. Parson
E. S. Thompson
L. H. Young
F. D. Morgan
C. H. Nelson
Bureau of Public Roads

LIME-MALHEUR COUNTY LINE SECTION

OLD OREGON TRAIL

Project I-80N-7(13)341

Contract

S CHART

Contract

60%

40%

20%

Surcharge

P.C.C. Paving

Stop Work Order 4-4-67

Specified Completion Date 6-30-67
Resume Work Order 7-1-67

Completion Date 10-6-67 by Guaranteed

Jan. | Feb. | Mar. | Apr. | May | June | July | Aug. | Sep. | Oct. |

1966

1967

FEB 28 1968

FOR FILING
I-80N-7(18)341
6747

February 26, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Contract 6747
Prefix 80N-1060
FAP I-80N-7(18)341

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 7, Account No. 221, covering revised signing and the widening of Ramson Creek interchange "UX" Line curve on the Line-Malheur County Line Section of the Old Oregon Trail Highway in Baker and Malheur Counties.

This order is to cover the cost of revising the signing and widening the curve at the intersection of the "UX" and "D" Lines at the Ramson Creek Interchange.

The signing will be revised by adding one additional destination sign for "Baker" which will add clarity to the signing installation. The existing sign installation will be further revised to accommodate the revised curve on the "UX" Line.

The widening of the curve at the intersection of the "UX" and "D" Lines will eliminate a traffic hazard and improve the safety of the interchange.

Copies of sketches showing the revised curve and signing are attached.

This work was tentatively approved by the District and Area Engineer February 16 and 23, 1968. The field was authorized to proceed February 16, 1968.

The total estimated amount of this order is $2,250.00 with Federal participation of $2,025.00.

Your approval as of February 16, 1968 is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:bb

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-80N-7(18)341

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 20, 1968

Southern Hardware Company
N. 3515 Haven Street
Spokane, Washington 99207

ATTENTION: Mr. Garrett G. Matthews

Gentlemen:

This is in reply to your letter of January 19 concerning the disposal of some nine barrels of TK-18 Sealer which was delivered to the Murphy Brothers, Contractor's Shops in the fall of 1966.

A check of this matter shows that no one from our department ordered the nine barrels of the TK-18 Sealer. Our field personnel indicate that when delivered, the material was not stored according to directions on the barrels and some loss through leakage was sustained.

In July of 1966, an agreement to seal a test section of concrete pavement was made with Murphy Brothers which called for 200 gallons of the TK-18 compound. No actual sealing was done until the fall of 1967 when 251 gallons of TK-18 was placed. This amount has been paid for as per the September, 1967 estimate. This amount is approximately five barrels. It is understood the contractor returned two barrels to your company. The approximate five barrels plus the two barrels returned accounts for seven of the nine barrels delivered. The balance of approximately two barrels is assumed to be lost through leakage.

Our agreement with the contractor called for him to furnish and place the TK-18 at an agreed price. As 251 gallons was furnished and placed by the contractor, perhaps you still have payment due from him provided you have not been reimbursed for this amount.

Very truly yours,

NOTED
F. B. KLABOE

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

JHW:fw
bc: F. B. Klaboe
L. H. Young
O. A. White
A. F. Parson

RECEIVED
FEB 23 1968
OFFICE OF
CONSTRUCTION ENGINEER

GATES
1"S
GALVANIZED

SOUTHERN HARDWOOD COMPANY
WHOLESALERS AND FLOORING CONTRACTORS
OAK AND MAPLE FLOORING
GATES CONCRETE FORMING ACCESSORIES
N. 3515 HAVEN ST. SPOKANE, WASHINGTON 99207
HUdson 7-0071 — HUdson 9-0830

Seanbunn

January 19, 1963

Mr. Oscar White
Oregon State Highway Department
Salem, Oregon

Dear Mr. White:

We understand from Mr. Nick Baker that parts of five barrels of TK sealer were used in treating the concrete at Ontario, Oregon in March of 1967.

There were nine barrels of this material delivered to the job at Huntington, Oregon. This was the amount we had the manufacturer ship to the job. After we had placed the order we received an order for four barrels from Acme-Vickery. We understood that the five barrels were to be purchased by the Oregon State Highway Department for use in other work. We had the material shipped to the Oregon State Highway Department in good faith.

It is our understanding some of the material got spilled or leaked from the barrels. Four barrels were paid for. Since five barrels were used we feel the Oregon State Highway Department should pay for the one barrel which was used over the quantity called for on the purchase order.

Recently we received two barrels back in stock for which we issued credit to Acme-Vickery. We are taking a beating for three barrels of TK which were shipped to the job but so far no one has paid for them. We feel the fifth barrel should be paid for by the Oregon State Highway Department, which still leaves two barrels unaccounted for. The contractor who did the work says his purchase order calls for four barrels of TK, and this is all they are responsible for.

Thank you for your consideration.

Very cordially yours,

Garrett G. Matthews

Garrett G. Matthews

GGM:cr

RECEIVED
JAN 24 1963
MATERIALS DIVISION

RECEIVED
FEB 20 1968

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 19, 1968

SUBJECT: TK-18 Provided For
Lime-Malheur County Line Project

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

Attached are letters of January 19 and 25 in regard to a complaint from Southern Hardware Company that inadequate payment was made for TK-18 on the subject project.

The matter has been investigated by Mr. Morgan's staff and a draft of a suggested reply is also attached.

Since this falls within the realm of Construction Division, perhaps you would prefer that the reply be over your signature.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter

NOTED
F. B. KLABOE

Draft Ref'd to Morgan for his signature
2-20-68

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1968

SUBJECT: TK-18 For
Lima-Malheur County Line Project

To:

Lloyd Shaw
Asst. State Highway Engineer
Office

In as much as the Materials Division was not in any way involved in the commitments concerning the purchase of material indicated in the attached letter, I have reservations concerning the expediency of any answer by this office.

Please advise.

O A White

D. A. WHITE
Engineer of Materials & Research

OAW:zf

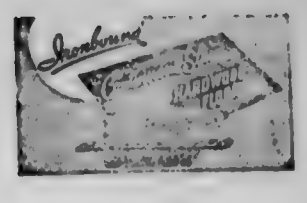
Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Peas
Morelock
Trout
Scott
Wille
Litchfield
Olson

RECEIVED
CONSTRUCTION
DIVISION

RECEIVED
JAN 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

GATES IT'S GALVANIZED

SOUTHERN HARDWOOD COMPANY
WHOLESALERS AND FLOORING CONTRACTORS
OAK AND MAPLE FLOORING
GATES CONCRETE FORMING ACCESSORIES
N. 3515 HAVEN ST. SPOKANE, WASHINGTON 99207
HUDSON 7-0071 — HUDSON 9-0830



January 19, 1968

Mr. Oscar White
Oregon State Highway Department
Salem, Oregon

Dear Mr. White:

We understand from Mr. Nick Baker that parts of five barrels of TK sealer were used in treating the concrete at Ontario, Oregon in March of 1967.

There were nine barrels of this material delivered to the job at Huntington, Oregon. This was the amount we had the manufacturer ship to the job. After we had placed the order we received an order for four barrels from Acme-Vickery. We understood that the five barrels were to be purchased by the Oregon State Highway Department for use in other work. We had the material shipped to the Oregon State Highway Department in good faith.

It is our understanding some of the material got spilled or leaked from the barrels. Four barrels were paid for. Since five barrels were used we feel the Oregon State Highway Department should pay for the one barrel which was used over the quantity called for on the purchase order.

Recently we received two barrels back in stock for which we issued credit to Acme-Vickery. We are taking a beating for three barrels of TK which were shipped to the job but so far no one has paid for them. We feel the fifth barrel should be paid for by the Oregon State Highway Department, which still leaves two barrels unaccounted for. The contractor who did the work says his purchase order calls for four barrels of TK, and this is all they are responsible for.

Thank you for your consideration.

Very cordially yours,

Garrett G. Matthews GR
Garrett G. Matthews

GGM:cr

RECEIVED
JAN 24 1968
MATERIALS DIVISION
SALEM

RECEIVED
JAN 25

I-III-7(16)341

6747

January 25, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 1
March 5, 1968 meeting

Gentlemen:

Murphy Brothers, Inc., contractor on the Lime-Malheur County Line Section of the Old Oregon Trail (I-80N) in Baker County, Contract No. 6747, has requested an extension of the specified completion date to December 14, 1967.

An earlier request by this contractor for an extension of time based on a stop-work period was approved on July 24, 1967. This extended the original completion date to October 6, 1967.

The contractor's request is based on a base design change, the addition of lime to the asphaltic concrete mix, and guardrail changes.

A change was made from the original leveling course to a bituminous base mixture to upgrade the base design. This work involved an additional 16,000 tons of bituminous-treated material which could not be processed concurrently with the asphaltic concrete. The contractor's production rate justifies an extension of 20 calendar days.

The addition of lime to the asphaltic concrete did not delay the contractor's paving operations and we cannot recommend an extension for this reason.

The guardrail was modified late in the project to conform to latest safety standards and the additional work involved justifies an extension of 15 calendar days.

I recommend that the specified completion date be extended to November 10, 1967. This will reduce the liquidated damages to $9,900 as of December 14, 1967, when a stop work order was issued. The contract is under a stop work order because winter weather prevented completion of a minor amount of cleanup and seeding.

This is a Federal Aid Interstate project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the March 5 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parsen

DES:nn jes

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6747 Contractor Murphy Brothers

Highway Old Oregon Trail

Section Lime-Malheur County Line

Kind of Work Grading, Paving, Structures & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

[redacted]

Change in base design substituting plant mix bituminous base for 3/4" - 0 leveling course justifies an increase of 20 calendar days. Additional guard rail work justifies an increase of 15 calendar days.

Recommended for Approval:

Alfred Shenley
Division Engineer

for
Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 6747

Project designation I-80-N 7 (18) 341
State-Federal

Date awarded 11-10-65

Work started 12-9-65

Per cent completed 99.8% 12/14/67
Date

Completion date - June 30, 1967

[redacted]

Extended to - October 6, 1967 by Commission Action of 7/24/67

Request Extension to November 10, 1967.

State Printing 57999

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 17, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar days from 10/6/67 days to 12/14/67 days, within which to complete our Contract No. 6747, without the assessment of liquidated damages. The said contract is described as follows: Grading, paving, structure & signing work on Lime-Hoiheur County Line Section of Old Oregon Trail.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Additional time was needed to perform the extra asphaltic mix work required by Price Agreements No. 17 and 20 in the amount of 54 days. Additional time was required to perform the extra guardrail work required by Price Agreement No. 22 in the amount of 15 days.

Respectfully submitted,

MURPHY BROTHERS, INC.
Contractor

By

CONSENT OF SURETY

Date October 18, 1967

We, THE FIDELITY AND CASUALTY COMPANY OF NEW YORK, with an Agent's Office at P. O. Box 2151, Spokane, Washington, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

THE FIDELITY AND CASUALTY COMPANY OF NEW YORK

By:
Attorney-in-fact (Wm. T. Burch)

(SEAL)

Resident Agent

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 11, 1968

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Request for Time Extension
Lime-Malheur County Line Section
Old Oregon Trail Highway
Contract 6747

Murphy Brothers, Inc., contractor on the subject contract, has submitted a second request for time extension. An earlier request was approved by the Highway Commission at their July 24, 1967, meeting and covered only an ordered stop work period from April 4, 1967, to July 10, 1967. In effect, this established a new completion date of October 6, 1967. The contractor is requesting 69 additional calendar days for three reasons - 54 days for a change in base design whereby plant mix bituminous base was substituted for the planned 2" of 3/4"-0 leveling course and the addition of hydrated lime to the A.C. mix, and 15 days for guard rail changes.

This project is still not completed. It was placed under a stop work order December 14, 1967, because winter weather prevented completion of a minor amount of cleanup work and seeding. As of December 14, 68 days of liquidated damages amounting to $20,400 have been charged ($300 per day).

Attached is a progress chart showing progress of the major items. It is true that an additional 15,907 tons of material had to go through a paving plant when the leveling course was changed to bituminous base by Price Agreement No. 17 dated May 25, 1967. This change was necessary to upgrade the leveling course aggregates which met required specifications but were subject to degradation when exposed to the air. Presumably the original plan leveling course could have been built concurrently with the planned A.C. The price agreement changed these to sequential operations. On the basis of 15,907 actual tons added through the plant and the assumed production rate of 1,100 tons per working day (as stated by the contractor in his request) a time value of 20 calendar days can be assigned to this reason and we recommend a 20 calendar day extension.

You will note from the chart that the A.C. paving appears to have been a delaying factor. We see no reason why this work could not have started sooner without waiting for completion of all the concrete paving. Plant breakdowns and difficulty in drying aggregate hindered the A.C. progress after it did start. We do not believe the aggregate drying and lime additive efforts are valid reasons for extension.

Late changes in the guard rail and median barrier to conform to latest safety standards were covered by three extra work orders and a price agreement. Clearance on these was not given to the field until November 13. We do not believe all the time after that date should be given as extension because the A.C. work was only 39% complete then. A majority of the work done after November 27 (when the project was opened to traffic) until the shutdown order on December 14, was on these rail items. This is 16 calendar days so we believe the 15 days the contractor requests on this reason are reasonable and we recommend same. We do not believe the time-money relationship for the change from 3/4"- 0 material to bituminous base and the guard rail changes is valid due to the relative size of the overall contract and the fact that these changes were made late in the contract.

The 35 days extension recommended will leave 33 days amounting to $9,900 liquidated damages remaining at this time. This will establish a new completion date of November 10, 1967. A few more days will accrue when the stop work order is lifted and the project ultimately completed in the spring. A further time extension will have to be processed to cover the current stop work period when its duration is known.

This matter has been discussed with the Bureau of Public Roads District Engineer who agrees that our reasons for recommending an extension appear to be reasonable.

Rough drafts of letters to the Bureau of Public Roads and to the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB-DES:ss:nn
Encs.
cc: L. H. Young

LIME - MALHEUR COUNTY LINE SECTION

OLD OREGON TRAIL HIGHWAY

Project I-BON-7(14)311

Contract

Contract

Grading

Overall

Surfacing

P.C.C. Paving

Stop Work Order 4-4-67

Specified Completion Date 6-30-67
Resumed Work Order 7-11-67

Completion date Extended to 10-6-67 by Hwy. Comm.

Guarantee

60%

40%

20%

1965

1966

1967

Oct. | Nov. | Dec. | Jan. | Feb. | Mar. | Apr. | May | June | July | Aug. | Sept. | Oct.

JAN 19 1968
FOR
Form FH-121 (6-67)
I-80N-7(18)341
6747

UNITED STATES GOVERNMENT

Memorandum

Wales

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 19, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Div Engr, by G. R. Brooks, Dist Engr
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(18)341
Lime - Malheur County Line Section
Old Oregon Trail Highway
Request for Time Extension

We concur in the time extension from October 6, 1967 to November 10, 1967 for the reasons set forth in Mr. Young's January 12, 1968 letter concerning the above subject.

NOTED
F.B. KLABOE

copies to
Young
Morgan
Madison
1-23-68

RECEIVED
JAN 23 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 15 1968
FOR FILE

I-80N-7(18)341

6141

January 12, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for Time Extension, Lime-Malheur
County Line Section, Old Oregon Trail Highway
Project No. I-80N-7(18)341

We have received from Murphy Brothers, Inc., contractor on this project, a request for an extension of the specified completion date to December 14, 1967. The contractor's request is based on a change in base design concerning the leveling course, the addition of hydrated lime to the A.C. mix and guardrail changes.

An additional 15,907 tons of material had to go through a paving plant when the leveling course was changed to bituminous base by Price Agreement No. 17 dated May 25, 1967. This change was necessary to upgrade the leveling course aggregates which met required specifications but were subject to degredation when exposed to the air. Presumably, the original plan leveling course could have been built concurrently with the planned A.C. The price agreement changed these to sequential operations. On the basis of 15,907 actual tons added through the plant and the contractor's production rate of 1,100 tons per working day, a time value of 20 calendar days can be assigned to this reason; therefore, we recommend an extension of 20 calendar days.

The A.C. paving appears to have been a delaying factor. We see no reason why this work could not have started sooner without waiting for completion of all the concrete paving. Plant breakdowns and difficulty in drying aggregate hindered the A.C. progress after it did start. We do not believe the aggregate drying and lime additive efforts are valid reasons for an extension.

Late changes in the guardrail and median barrier to conform to latest safety standards were covered by three extra work orders and a price agreement. Clearance on these was not

given to the field until November 13. We do not believe all the time after that date should be given as extension because the A.C. work was only 39 percent complete then. A majority of the work done after November 27 (when the project was opened to traffic) until the shutdown order on December 14 was on these rail items. This is 16 calendar days so we believe the 15 days the contractor requests on this reason are reasonable and we recommend the same. We do not believe the time-money relationship for the change from 3/4"-0 material to bituminous base and the guardrail changes are valid due to the relative size of the overall contract and that these changes were made late in the contract.

This project is under a stop work order dated December 14, 1967, when winter weather prevent completion of a minor amount of cleanup work and seeding. A further time extension will have to be processed to cover this stop work period when work is resumed.

The original completion date was June 30, 1967. This was extended to October 6, 1967, due to a stop work period, by Commission action dated July 24, 1967.

It is our recommendation that the specified completion date for this project be extended to November 10, 1967. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

DES:nn srb

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

I-80N-7(18)341

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6747

DATE: January 5, 1967

In reply refer to: 08-35.A-3

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-7(18)341
Lime-Malheur County Line-Old Oregon Trail
Order for State Force Work No. 6
Total estimated amount of the Order: $279.03
Federal participation: $251.13

Reference is made to your letter dated January 2, 1968 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order. Also due to winter shur-down, the contractor has neither working personnel or equipment on the project.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

Sig to Young w/cons
Copies to Morgan
Malone
1-9-68

RECEIVED
JAN 8 1968
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-108—825

upon modification of project agreement if additional funds are required.

OREGON STATE HIGHWAY DEPARTMENT DEC 28 1967 Date ____ By _____

Order for State Force Work

G-1-P Title Dist. Engineer
U.S. Bureau of Public Roads

APPLYING TO CONTRACT PROJECTS

Order No. .....

Project Name Lime-Malheur County Line Date December 27, 1967

Highway Old Oregon Trail Contract No. 6747 F. A. Project No. I-80N-7 (18)341

County Baker Prefix 601-1060 Account No. 274-06

Description of Work To Be Done:

Furnish and install additional temporary destination sign No. 12-A for eastbound traffic at North Huntington connection and adjusting arrow on existing sign No. 12. (Temporary sign No. 12-A will be removed when Lime Section is openend to traffic.)

Location by Station Numbers:

798+50.

Estimate of Quantities and Costs:

Labor	$ 98.00
Material	141.78
Equipment Rental and Freight	39.25
	$279.03

Explanation:

Additional temporary sign and adjusted arrow on existing sign needed to avoid confusion for eastbound traffic desiring to go to Huntington. Also provide tess traffic conflicts and thus improve safety of facility. Contract nearly complete and contractor has no personnel or equipment on project. State forces available to do work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,481,236.25	
Present estimate of project cost, including $ 279.03 for work under this order	$5,344,811.00	
Expected under-run (amount)	$ 136,425.25	
Expected under-run (per cent)	2.49	

Submitted by: E. S. Thompson
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer or

Approval Recommended: A. F. Parson
Division Engineer

Approved: /s/ L. H. Young
Office Engineer.

State Printing

RECEIVED
JAN 3 - 1968

I-84-7(18)341
6747

January 2, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract: 6747
FAP No. : I-803-7(18)341

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 6, Account No. 274 covering furnishing and installing an additional temporary destination sign on the Lime-Malheur County Line Section of the Old Oregon Trail Highway in Baker County.

This order is to cover the cost of furnishing and installing one additional temporary destination sign and the adjustment of the arrow on the existing sign for eastbound traffic at the North Huntington Interchange.

These changes are necessary to improve the safety of the facility and to avoid confusion for the eastbound traffic desiring to use the North Huntington Interchange to go to Huntington.

The contract work is virtually completed, State forces can do the work more expeditiously and economically than the contractor, as the contractor does not have men or equipment available to do the work.

The total estimated amount of this order is $279.03, with Federal Participation of $251.13.

This work was recommended for approval by the BPR District Engineer December 26, and December 28, 1967. The field was authorized to proceed December 26, 1967.

Your approval as of December 26, 1967, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHY:vr

RECEIVED
JAN 2 - 1968

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-8(N-7(18)341

6747

Salem, Oregon
December 29, 1967

SUBJECT: Request for Additional Sign
Lime-Malheur County Line Section
Old Oregon Trail Highway
Contract 6747

To: Mr. A. F. Parson
Division Engineer
P. O. Box 850
La Grande, Oregon 97850

ATTENTION Mr. H. S. Coulter,
Assistant Division Engineer

F. B. KLABOE
OLEO

On December 20, 1967, I wrote to Mr. James Gix concerning the need for an additional temporary sign at the North Huntington Interchange. In order to expedite the fabrication and installation of this sign, a State Force Order has been prepared in this office and a copy of the order is being forwarded to the Sign Division so they may proceed. The estimate of cost for the changes was prepared by the Traffic Division.

This matter has been discussed with the Bureau of Public Roads District and Area engineers. They have indicated that they will recommend that the state force work be made participating because of the safety aspect and because the contract is virtually complete.

It should be noted that the semi-permanent work involving the construction of a ramp to utilize the new North Huntington Interchange has not been approved. The only change under consideration at this time is the installation of temporary sign No. 12-A and the repositioning of a destination arrow on Sign No. 12.

F. D. Morgan,
Construction Engineer

By John H. Walker
John H. Walker,
Assistant Construction Engineer

JHW-DES:nn
cc: F. B. Klaboe
F. B. Crandall
E. S. Hunter
L. H. Young
J. J. Gix (print of order attached)
E. S. Thompson
O. G. McComb

JAN 2 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 26 1967
FOR FILING
I-84-1-7(18)241
6747

Salem, Oregon
December 26, 1967

Release of Claim

A. F. Parson
Division Engineer

Attention: Mr. Alfred Shirley, Jr.
Assistant Division Engineer

Thank you for forwarding to us the release of claim from Yturri, O'Kief & Cox pertaining to the Murphy Bros., Inc., Contract No. 6747 for grading, paving, structures, and signing on the Lime-Malheur County Line Section of the Old Oregon Trail in Baker and Malheur Counties. The attorneys recently forwarded to us a duplicate release.

To our knowledge there are no outstanding claims against this contract.

Floyd Query, Secretary

CWH:gc

R E L E A S E

IN CONSIDERATION of the sum of $1,300.00, receipt of which is hereby acknowledged, the undersigned do hereby release and discharge MURPHY BROS, INC. and its sureties from any and all claims, demands or liabilities arising out of or connected with contract #6747, for construction of Lime-Malheur County Line Section.

Done and Dated this 7 day of December, 1967.

Claimant

YTURRI, O'KIEF & COX

By
of Attorneys for Claimant

YTURRI, O'KIEF & COX
ATTORNEYS AT LAW
YTURRI BUILDING
ONTARIO, OREGON 97914

RELEASE

RECEIVED
DEC 13 1967
FOR FILING
I-5(11)-7(18)341
6747

December 13, 1967

Yturri, O'Kief & Cox
Attorneys at Law
Yturri Building
Ontario, Oregon 97914

Gentlemen:

Thank you for your letter of December 7 and attached Release Form of your client, Van Warren, stating that their claim has been settled in the amount of $1,300.00 and is hereby released.

The Release reads that this is in reference to the Murphy Brothers, Inc., Contract No. 6747 for grading, paving, structures, and signing on the Lime-Malheur County Line Section of the Old Oregon Trail in Baker and Malheur Counties.

We will advise the surety and the principal contractor that your client's claim has been fully satisfied.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: The Fidelity and Casualty Company of New York
Pallett, Fisher & Carlo, Inc.
Murphy Brothers, Inc.
Commissioners

CWH:gc

NOTE ON CARD
12-13-67
A.C.

R E L E A S E

IN CONSIDERATION of the sum of $1,300.00, receipt of which is hereby acknowledged, the undersigned do hereby release and discharge MURPHY BROS, INC. and its sureties from any and all claims, demands or liabilities arising out of or connected with contract #6747, for construction of Lime-Malheur County Line Section.

Done and Dated this 7 day of December, 1967.

Claimant

YTURRI, O'KIEF & COX

By
of Attorneys for Claimant

RECEIVED
DEC 11 1967
OREGON
STATE HIGHWAY COMMISSION

YTURRI, O'KIEF & COX
ATTORNEYS AT LAW
YTURRI BUILDING
ONTARIO, OREGON 97914

RELEASE

WILLIAM O. MURPHY

THORNTON C. MURPHY

GENERAL CONTRACTORS

MURPHY BROS., INC.

"We Move the Earth"

E. 3812 BROADWAY AVE. • SPOKANE, WASHINGTON • KE 5-1591
MAIL ADDRESS: P. O. BOX 2688, TERMINAL ANNEX
SPOKANE, WASHINGTON 99220

November 30, 1967

Mr. Jim Cox
Yturri, O'Kief & Cox
Attorneys at Law
Yturri Building
Ontario, Oregon 97914

Dear Mr. Cox:

We are in receipt of your letter of November 27, 1967 in which you agree to accept $1,300 as payment in full of the claim for concrete ditch work that Mr. Van Warren did on our Huntington road project. We are tendering this as payment in full of all monies claimed due by you or Mr. Van Warren on this Huntington Road Contract 6747.

Please mail the release of your lien to the Oregon State Highway Commission in Salem, Oregon as well as to Resident Engineer Thompson in Ontario, Oregon, with a copy to our office in Spokane.

Sincerely yours,

MURPHY BROS., INC.

W. O. Murphy
President

WOM/cb
Enclosure (Check #951 - $1,300)

cc ✓

NOTED
FLOYD QUERY

COPY

YTURRI, O'KIEF & COX
ATTORNEYS AT LAW
YTURRI BUILDING
ONTARIO, OREGON 97914

AREA CODE 503
889-5368

ANTHONY YTURRI
JOHN C. O'KIEF
JAMES A. COX

CARL BURNHAM, JR.

November 27, 1967

Murphy Bros., Inc.
3812 East Broadway
Spokane, Washington

Attn: Mr. Gil Gray

Dear Mr. Gray:

Van Warren has accepted the $1,300.00 settlement proposal on his claim. If you will send a check payable to Van Warren and me, I will obtain a release from Mr. Warren before negotiating the check. I trust that this will conclude the controversy. Thank you very much for your cooperation.

Very truly yours,

YTURRI, O'KIEF & COX

By Jim Cox

JAC:blw

RECEIVED
NOV 27 1967
FOR FILING

I-80N-7(18)341
6747

November 27, 1967

2059

Mr. W. O. Murphy, President
Murphy Brothers, Inc.
Post Office Box 2685, Terminal Annex
Spokane, Washington 99220

Dear Mr. Murphy:

Reference is made to your letter of November 7 concerning a claim against Contract No. 6747 on behalf of Mr. Van Warren.

Since this was a matter that comes under the jurisdiction of the Secretary to the Highway Commission and the Secretary of State, I have requested an opinion from them. A copy of this opinion is enclosed.

Apparently, there is no authority by which a claim properly filed can be cancelled by the State.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:ar:b
Enc.

cc: Forrest Cooper
R. L. Porter
Floyd Query

FORM E-30 5OM 7-64 SP°5229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1967

SUBJECT: Assignment No. 2059
Contract 6747

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

The claim mentioned by Mr. Murphy in the amount of $2,338.40 was filed with us on February 7, 1967, and with the Secretary of State on February 10, 1967.

This contract apparently has not been completed nor accepted by the Commission. ORS 279.536 reads in part:

> "A person who has made a claim as provided in ORS 279.528, or his assignee, may institute an action on the contractor's bond in the circuit court of this State or the Federal district of this district. . . . The action must be instituted no later than two years after the acceptance of the work by the affirmative action of the public body which let the contract."

I do not know of any authority which would allow us to cancel a claim which has been properly filed. In fact, I do not know of any such request having been made in the past.

Floyd Query

Floyd Query, Secretary

FQ:gc

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NOV 10 1967
OFFICE
STATE HIGHWAY ENGINEER

WILLIAM O. MURPHY

THORNTON C. MURPHY

GENERAL CONTRACTORS

MURPHY BROS., INC.

"We Move the Earth"

E. 3812 BROADWAY AVE. SPOKANE, WASHINGTON KE 5-1591

MAIL ADDRESS: P. O. BOX 2685, TERMINAL ANNEX

SPOKANE, WASHINGTON 99220

November 7, 1967

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Building
Salem, Oregon

Dear Sir:

On February 7, 1967, Mr. Van Warren of P. O. Box 66, Greenleaf, Idaho through his attorneys, Yturri, O'Kief & Cox of Ontario, Oregon, filed a Notice of Claim in the amount of $2,338.40 against our Contract 6747 with the Oregon State Highway Commission for construction of the Lime-Malheur County Line Section of Interstate 80.

This claim is a disputed bill for services rendered and as of this date has not been settled. Our company has advised Mr. Van Warren that his charges are unreasonable and will not be paid by our firm since the quality of the work done by Mr. Van Warren has been questioned.

Since it has now been nine months since this Notice of Claim was filed and no action has been taken in court by Mr. Van Warren to collect this amount, we are asking that this Notice of Claim be cancelled by the Oregon State Highway Commission. We feel that this is in accord with the Statutes of the State of Oregon.

We are aware of no other claims or bills against this contract that is now nearing completion. We would appreciate hearing from your department regarding your opinion of the status of this claim as mentioned above.

Sincerely yours,

MURPHY BROS.,INC.

W. O. Murphy
President

WOM/cb

RECEIVED
NOV 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 22 1967

CONTRACT
6147

I-FIN-7(1)-241

6147

November 21, 1967

Re: Completion of Install No. Month
Contractor Co. to Operation
Old Oregon Untold Highway

Dear Mr. Young:

As you will recall when you were [illegible] the problem [illegible] Contract [illegible] Contractor [illegible] Old Oregon [illegible] Highway [illegible] Oregon [illegible] completion [illegible] Contractor [illegible] Contractor [illegible] Contractor

of a culvert and was pulled out by debris piled up by heavy rain, I have been advised that this has been corrected.

As regards the printed cattle guards, whether or not they will be adequate is not known at this time.

As to the Mr. Hunsh's statement that he turned over a claim and list of complaints to our Resident Engineer, I find that he presented this claim to Murphy Brothers and they went over the complaints in the field with Mr. Hunsh on April 4, 1967, and replied to him on April 13, 1967, and at no time has any report of complaints been delivered to Highway Department personnel.

I assume that this will answer Mr. Hunsh's complaints and if he wishes to discuss this matter with our field personnel, he is certainly welcome to do so.

Very truly yours,

G. E. [illegible]
Chief Counsel

By
JACK I. SOLLIS
Assistant Attorney

JIS:ds:jg

cc: Mr. F. D. [illegible]
Mr. H. C. [illegible]
Mr. T. D. [illegible]
Mr. A. M. [illegible]
Mr. G. B. [illegible]

RECEIVED
NOV 21 1967
FOR FILING

I-8(11)-7(18)341

6-14-7

To:

SP°23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 17, 1967

SUBJECT: Harold H. Hursh Complaints
Oxman-Benson Creek Section
Old Oregon Trail Highway

Mr. Jack Sollis
Utilities and Railroad Attorney
BUILDING

In regard to your letter of October 25, 1967 and our telephone conversation, following is a report concerning the investigation made on the Harold H. Hursh complaints.

Complaint No. 1 regarded the loss of several hundred acres of pasture due to the contractor breaking existing fences prior to erection of new fencing. The complaint covered two pasture seasons and could cover a third if fencing was not built this fall.

According to our Resident Engineer, E. S. Thompson, from the start of the project every effort was made to satisfy Mr. Hursh and whenever Mr. Hursh advised he wished to turn cattle into an area, either a temporary fence or contract fence was constructed. All fencing along the Hursh property, except that portion leased to Murphy Bros. (contractor) for plant and quarry use, was completed in 1966, and even the leased area was fenced with temporary fence and a cattle guard. Mr. Thompson states that he is not aware of any loss of pasture due to the contractor's operations.

Complaint No. 2 states that where the fence is built the ground was not leveled and in some places the fence was so low a cow could step over it.

Our Resident Engineer states that the fence was built according to specifications. This requires proper construction as far as original ground is concerned to obtain a functionable fence. No place is known where the fence was constructed in such a manner that a cow could step over it. There was one instance where a pickup was driven through the fence and possibly a cow could have gone through the area before it was repaired.

Complaint No. 3 regards the corner posts not being cemented or properly anchored.

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NOV 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

The Resident Engineer has assured us that all permanent fencing corner posts were concreted, that they are stable and in a straight workmanship manner and constructed as per specifications.

Complaint No. 4 states that in some places where the ground was hard, the anchor plates of the fence posts were knocked off and when used without plates leaned with the slightest pressure.

It is true that in some areas it was not possible to drive the fence posts due to rocky ground. In these cases, holes were drilled and posts placed. At these areas, the anchor plates were not used. All posts at these places are reported as being solid.

Complaint No. 5 states that in some places they fenced across the end of a culvert and when heavy rain fell, the pressure of debris pulled out the fence clear to the top of the bank.

Resident Engineer Thompson says that Mr. Hursh must be referring to the Durbin Creek area. At this area, correction in fence alignment and rebuilding has been done which should satisfy this complaint.

As for the painted cattle guards it is believed at this time that we are not in a position to know whether they are working or will work.

As for Mr. Hursh's statement that he presented our Resident Engineer Thompson with a list of complaints and estimate of claim for damage, Mr. Hursh is in error. He presented the claim to Murphy Bros. and they in turn replied to this claim. A

A copy of the claim by Hursh, a copy of the reply letter by Murphy Bros. and also a copy of a memorandum for the record file noting what was done is attached. Also find attached a copy of Resident Engineer Thompson's letter concerning the claims.

As discussed on the phone, we agree that it probably would be better to send the information obtained in the investigation of the complaints to Mr. Hursh's attorney rather than to contact Mr. Hursh. It appears that Mr. Hursh's complaints are not well founded.

It should also be noted that the acceptance of the fence or any other construction feature is not made until all work is considered properly completed. Just prior to completion, an overall inspection of the project is made. Any defective or improper work is called to the attention of the contractor and is corrected before final acceptance of the project is made.

F. D. Morgan
Construction Engineer

By John H. Walker
John H. Walker
Assistant Construction Engineer

JHW:fw
Enc.
cc F. B. Klabo
A. F. Parson
E. S. Thompson

FORM E-30 60M 3-60 SP-0670-724

Routing: Morgan

Peas
Moreland
Trout
Wilson
Wills
Litchfield
Olson

RECEIVED
NOV 1967
HIGHWAY DIV. OFFICE
LA GRANDE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

State of Oregon
November 14, 1967

CONSTRUCTION DIVISION

SUBJECT: Harold H. Hursh
Fencing & Cattle Pass Complaints
Line - Baker-Union County Line Section
Old Oregon Trail Highway
Contract No. 6747

To:
Mr. A. F. Parson
Division Engineer
La Grande

J. Walker

Regarding letter from J. Sollis and J. W. Walker, complaints are investigated and reported as follows.

Early in the work on this project, the contractor was advised of Section 7, Artical 18 of the Standard Specifications, regarding fencing. He made every effort to satisfy Mr. Hursh. When Mr. Hursh advised he wanted to turn his cattle into an area a temporary fence or contract fence was constructed. Mr. Hursh was sometimes confusing as to the area he wanted protected. By Price Agreement No. 2 (Revised), the contractor completed Type I fencing along Durbin Creek for Mr. Hursh in May 1966. All fencing along Hursh property except that leased to Murphy Brothers for plant and quarry area was completed in 1966. Even this area was fenced with a temporary fence and cattle guard.

All fence has been constructed to specifications but, none has been accepted as complete. In some areas temporary repair has been made due to boulders rolling through the fence or damage caused by debris carried by runoff. All Hursh fence is cattle tight.

We have constructed additional contract fence in partial grading areas to satisfy the requirements of Mr. Hursh.

Mr. Hursh has never given me a list of his complaints. However, he presented a claim for $5,674 to Murphy Brothers, copy enclosed. Also enclosed is a copy of Murphy Brothers answere to this claim and a memo to their file.

E. S. Thompson

E. S. Thompson

Resident Engineer

Encl:

cc F. O. Morgan - herewith information about Hursh complaint. - HS

[illegible]

Time - [illegible] to April 1, 1967.

Damages to Hunt property
[illegible]

Camp Creek - 9 acres cotton regular
3½ acres of right of way.
Removal of right of way. Retaining
and Reservoir of Bridge Creek
Cash to Mrs. Hunt Jan 1966 — $100.00
Cash to Mrs. Hunt Jan 1967 — $100.00

Public Creek, 149 acres timber
Logging construction and loss of
Public Creek contractors
March 1, 1966 to June 1, 1966
149 acres @ $10 $1,490.00
Cotton Lane - Asphalt
200 acres @ $2 $400.00

Lee Patton - 1964 ca. 97 acres
acres - April-May Supplies 15% - 1966
34 acres $1.50 per acre (rent) $1,964.00

Assets

Liabilities

Bank Cash — 200.-

Bullion Cash — 1,890.-

Line Creatures — 1,964.-

"4,054.00

Livestock - Hunt-Bay

Loss of 11 branded calves (strayed, killed or stolen) through combination Cattle and Horse control @ "125" — "1,375.00

Labor expended in cattle control & recovery — 250.00

1,620.00

Hunt - "4,054.00

Hunt-Bay — 1,620.- —

"5,674.00

Plus continuing loss 64 cows - calves, etc in pasture awaiting Sept. 1 Fall Round Up & Sale

WILLIAM O. MURPHY

THORNTON C. MURPHY

O.S.H.P.

GENERAL CONTRACTORS

MURPHY BROS., INC.

"We Move the Earth"

E. 3812 BROADWAY AVE. • SPOKANE, WASHINGTON • KE 5-1501

MAIL ADDRESS: P. O. BOX 2685, TERMINAL ANNEX
SPOKANE, WASHINGTON 99220

P.O. Box 652
Issaquah, Washington

April 2, 1967

Mr. Harold Hatch
Box 596
Ruidoso, New Mex.

Dear Sir:

In connection with the sale which you and we, Murphy Bros., Inc. entered into on April 1, 1967 it will be necessary that several items of work in connection with your Sandpit be completed before the Highway Department will release the bond which you posted with us. Also there are some which you yourself should be done to satisfy contingents with the land that was sold to you.

We have made arrangements to complete the following items of work which you must do:

1. Work and repair fence at approximately Station 70 where bulldozer had pulled through the existing barbed wire fence.

2. Repair damaged ditch at Indian Creek.

3. Install the permanent pipe at Peterson Creek.

4. Install temporary fencing at Turkey Creek detour.

There are other items of work that we must do which for various reasons we are unable to do at this time. Most of these are located on private property off the highway right of way and we have no obligation to perform the work. However, we could not do this work without the consent of all interested parties, and arrangements made for payment.

1. The temporary detour over the new Plant at Station 60+ and 70+. This is located on the new highway right of way and Washington Department of Highways requirement.

COPY

2. Swinging Gate [illegible] Steel [illegible].

3. [illegible] Binder [illegible]

4. [illegible] [illegible]

I hope this letter will clarify our position on these matters so you may proceed with whatever action is necessary to protect your interests. I will not [illegible] you later to discuss the items of damage which you claim for our last years operation.

Very truly yours,

[illegible], INC.

Gilbert W. Gray
Area Manager

[illegible]
cc

MURPHY BROTHERS, INC. MEMORANDUM FOR RECORD FILE

The following list covers the items which Mr. Harold Hursh requested be done during his inspection trip with us on April 4, 1967:

Item No. 1: Station 694. Mr. Hursh claims an existing fence in this vicinity was removed during construction, and even though it belongs to the Oregon Portland Cement Company, it confined his cattle and he wants it replaced. (No action at present). Done by contractor & State

Item No. 2: Station 705. Mr. Hursh wants a short fence across the lower access road. He claims this fence plus the one listed in item No.1 would keep his cattle out of the lime plant area and off the railroad tracks, along with the natural obstructions in the area. (No action at present). Done by Contractor

Item No. 3: Station 710. A few boulders at this point have rolled through his existing fence. This fence should be checked and if repair is needed, they should be made. Done by contractor

Item No. 4: Station 750. An irrigation ditch from Bridge Creek needs repair in three places. This was damaged by our tractor in building an access road from the Lime cut. Done by contractor

Item No. 5: Station 792. Mr. Hursh wants a swinging gate installed at the temporary location near the Burnt River Bridge. Mr Thompson advised us that a lock and bar would have to be installed on this farm-type gate, which is all we will do for now. Installed Wire gate & temporary fence (State)

Item No. 6: Station 817, Cavanaugh Creek gate. Mr. Hursh wants the permanent swinging gate installed. This is a contract item and we will do it as soon as possible. Done

Item No. 7: Station ~~885~~ 935, on the right. Mr. Hursh believes a gate should be installed in the fence near this point, between his two pieces of property to allow him proper access. (No action at present). Done by Hursh on his property

Item No. 8: Station 930, on the left. Mr. Hursh claims that a gate existed in this area and desires that one be installed over the gas line, approximately 150 feet off the right-of-way. (No action at present). No action

Item No. 9: Station 924. Mr. Hursh wanted to have cattle in the field to the left of this station on April 1, and could not do so because of the road opening for the detour at Durbin Creek. We agreed to have a temporary fence on both sides of the bridge until the detour could be eliminated, the bridge construction completed, and we could build the permanent fence here. We advised him this work could be done immediately and he could turn cattle in on April 5. Done by contractor April 7

I-80N-7(18)341
11
6747

Form E-[illegible]

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.

Date OCT 1 [illegible] By [signature]

Title Dist. Engineer

U.S. Bureau of Public Roads

Project Name Lime-Malheur County Line Section Date November 11, 19 67

Highway Old Oregon Trail Contract No. 6747

County Baker & Malheur Prefix 601-1060

Contractor Murphy Brothers, Inc. F. A. Project No. I-80N-7(18)341

Address 3812 E. Broadway, Spokane, Washington 99208 Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Remove Brush Curb from structures in accordance with DRG. 23257 (Ten required.)

NOTED
F. B. KLABOE

Location by station numbers: 816+05, 817+97, 405+40, 406+60, 55+57 and 57+22

Estimate of quantities and cost:

Labor	$ 700.00	Maximum equipment rates as per A.G.C. - State agreement.
Equipment	400.00	
Material	100.00	Percentage allowed contractor is in accordance with executed contract for this job.
	$1,200.00	
+15%	180.00	
Total	$1,380.00	The net cost effect of this work order is a contract cost increase of $1,380.00.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contractor's unit price quoted for this work could not be justified. This work is required to construct guard rail to latest standard.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,481,236.25	
Present estimate of project cost, including $1,380.00 for work under this order	$5,346,130.00	
Expected under-run amount	$ 135,106.25	
Expected under-run per cent	2.46	

Submitted by: /s/ E. S. Thompson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley, Jr., Division Engineer

Approved: /s/ L. H. Young, Deputy Engineer or Engineer

Young 11-28-67

SP*22877-734

I-80N-7(18)341

STATE COPY

Form E-206—4M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.

Gl-P

OCT 21 1967

By ..... Title Dist. Engineer

U.S. Bureau of Public Roads

Project Name Lime-Malheur County Line Section Date November 11, 1967

Highway Old Oregon Trail Contract No. 6747

County Baker & Malheur Prefix 601-1060

Contractor Murphy Brothers, Inc. F. A. Project No. I-80N-7(18)341

Address 3812 E. Broadway, Spokane, Washington 99208 Order No. 11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and Install Extra Steel Median Posts on Structure No. 9123
(Fifteen required)

NOTED
F. B. KLABOE

Location by station numbers:

816+05 to 817+97

Estimate of quantities and cost:

Labor	$1,000.00	Maximum equipment rates as per A.G.C. - State agreement.
Equipment	500.00	
Material	600.00	Percentage allowed contractor is in accordance with
	$2,100.00	executed contract for this job.
+15%	315.00	
Total	$2,415.00	The net cost effect of this work order is a contract cost increase of $2,415.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Cost analyses section could not justify contractor's quoted price for this work. Additional steel posts are required to construct guard rail to latest standards.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,481,236.25
Present estimate of project cost, including $2,415.00 for work under this order	$5,346,200.00
Expected under-run amount	$ 135,036.25
Expected under-run per cent	2.46

Space to right of this line is for use of Salem Office

Submitted by: /s/ E.S. Thompson
E.S. Thompson Resident Engineer

Approval Recommended: /s/ John A. bond
for Construction Engineer or

Approval Recommended: /s/ Alfred Shirley Jr.
Ass't. Division Engineer

Approved: /s/ L. H. Young
for

I-84N-7(18)341 STATE COPY

Form E-208—6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification project agreement if additional funds are required. Approved G-1 P
Date OCT 16 1967 By [signature]
Title Division Engineer
U.S. Bureau of Public Roads

Project Name Lime-Malheur County Line Section Date November 11, 1967

Highway Old Oregon Trail Contract No. 6747

County Baker and Malheur Prefix 601-1060

Contractor Murphy Brothers, Inc. F. A. Project No. I-80N-7(18)341

Address 3812 E. Broadway, Spokane, Washington 99208 Order No. 12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Fasten Guard Rail to Structures in accordance with Drawing No. 23257, dated August 18, 1967. (Fourteen required.)

NOTED
F. B. KLABOE

Location by station numbers:

816+05, 817+97, 405+40, 406+60, 55+57 and 57+22

Estimate of quantities and cost:

Labor	$ 840.00	Maximum equipment rates as per A.G.C.-State agreement. Percentage allowed contractor is in accordance with executed contract for this job.
Equipment	420.00	
Material	420.00	
	$1,680.00	
+15%	252.00	
Total	$1,932.00	The net cost effect of this work order is a contract cost increase of $1,932.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contractor's unit price quoted could not be justified. This work is required to construct guard rail to revised standards.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,481,236.25	
Present estimate of project cost, including $1,932.00 for work under this order	$5,345,528.00	
Expected under-run amount	$135,708.25	
Expected under-run per cent	2.48	

Submitted by: /s/ E. S. Thompson
E. S. Thompson Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr.
Asst. Division Engineer

Approved: /s/ L. H. Young

SP*23577-7M

RECEIVED
NOV 10 1967
FOR FILING

I-8(1)-7(18)341

6747

Salem, Oregon
November 10, 1967

Assignment No. 2059
Contract 6747

Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

The claim mentioned by Mr. Murphy in the amount of $2,338.40 was filed with us on February 7, 1967, and with the Secretary of State on February 10, 1967.

This contract apparently has not been completed nor accepted by the Commission. ORS 279.536 reads in part:

> "A person who has made a claim as provided in ORS 279.528, or his assignee, may institute an action on the contractor's bond in the circuit court of this State or the Federal district of this district. . . . The action must be instituted no later than two years after the acceptance of the work by the affirmative action of the public body which let the contract."

I do not know of any authority which would allow us to cancel a claim which has been properly filed. In fact, I do not know of any such request having been made in the past.

Floyd Query, Secretary

FQ:gc

WILLIAM O. MURPHY

THORNTON C. MURPHY

GENERAL CONTRACTORS

MURPHY BROS., INC.

"We Move the Earth"

E. 3812 BROADWAY AVE. • SPOKANE, WASHINGTON • KE 5-1591

MAIL ADDRESS: P. O. BOX 2688, TERMINAL ANNEX

SPOKANE, WASHINGTON 99220

November 7, 1967

Mr. F. B. Klobes
Assistant State Highway Engineer
Oregon State Highway Building
Salem, Oregon

Dear Sir:

On February 7, 1967, Mr. Van Warren of P. O. Box 66, Greenleaf, Idaho through his attorneys, Yturri, O'Kief & Cox of Ontario, Oregon, filed a Notice of Claim in the amount of $2,338.40 against our Contract 6747 with the Oregon State Highway Commission for construction of the Lime-Kalhaur County Line Section of Interstate 80.

This claim is a disputed bill for services rendered and as of this date has not been settled. Our company has advised Mr. Van Warren that his charges are unreasonable and will not be paid by our firm since the quality of the work done by Mr. Van Warren has been questioned.

Since it has now been nine months since this Notice of Claim was filed and no action has been taken in court by Mr. Van Warren to collect this amount, we are asking that this Notice of Claim be cancelled by the Oregon State Highway Commission. We feel that this is in accord with the Statutes of the State of Oregon.

We are aware of no other claims or bills against this contract that is now nearing completion. We would appreciate hearing from your department regarding your opinion of the status of this claim as mentioned above.

Sincerely yours,

MURPHY BROS., INC.

W. O. Murphy
President

WOM/cb

RECEIVED
OCT 30 1967

FOR FILING
I-911-7(18)841
6747

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25, 1967

SUBJECT: L-4980 & L-4920
Harold H. Hursh
Oxman-Benson Creek Section
Old Oregon Trail Highway

To: Mr. Frank D. Morgan
Construction Engineer

~~Building~~

L

On Tuesday, October 24, 1967, Mr. Harold H. Hursh was in the office and in a conference with Mr. Phil Preston and Mr. Thomas F. Young (his Attorney) presented some complaints relative to fencing on his property on the above two files.

NOTED
F. B. KLABOE

The complaints were essentially as follows:

1. He has lost the use of several hundred acres of pasture because the contractor had broken the existing fence before new right of way fences were in. He said that this loss covered two pasture seasons and could cover a third if fences are not built this fall.

2. Where the fence is built the ground was not leveled and in some places the fence was so low a cow could step over it.

3. That on corner posts they were not cemented or anchored properly and the cattle by leaning on the fence have caused the corner posts to lean and thus the fence sags.

4. In some places where the ground was hard, the anchor plates were knocked off the posts and when used without the plates they leaned with the slightest pressure.

5. In some places they fenced across the end of a culvert and when heavy rain fell the pressure of debris pulled out fence clear to the top of the bank.

morgan
handling
10-30-67

RECEIVED
OCT 26 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Hursh also said that the painted cattle guards were not and would not work and felt that actual cattle guards should be constructed.

Mr. Hursh also stated that he had given a list of his complaints and his claim for damages (estimated by him to be $5,000.00 to $6,000.00) to Mr. Thompson our Resident Engineer.

I told Mr. Hursh that these complaints would be investigated and he would be contacted as soon as the investigation was completed.

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja

cc: F. B. Klaboe
G. E. Rohde
Frank C. McKinney
T. W. Litchfield

I-80N-7(18)341

10

OREGON STATE HIGHWAY DEPARTMENT

SEP 29 1967

project agreement if additional funds are required.

Date 1967 By

Title Dist. Engineer

U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Lime-Malheur County Line Section Date September 23, 1967

Highway Old Oregon Trail Contract No. 6747

County Baker and Malheur Prefix 601-1060

Contractor Murphy Brothers, Inc. F. A. Project No. I-80N-7(18)341

Address 3812 E. Broadway, Spokane, Washington 99208 Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove stage 2 detour.

NOTED
F. B. KLABOE

Location by station numbers:

60 to 74+20

Estimate of quantities and cost:

Equipment Rental	= $1,500.00	Maximum equipment rates allowable as per A.G.C. - State agreement
Labor	= 600.00	
	$2,100.00	
+15%	315.00	Percentage allowed contractor is in accordance with executed contract for this project.
Total	$2,415.00	

The net contract cost effect of this work order is a contract cost increase of $2,415.00.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Payment for this work is a state obligation in accordance with the contract specifications and can be best handled by force account.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,481,236.25	
Present estimate of project cost, including $2,415.00 for work under this order	$5,402,415.00	
Expected under-run amount	$ 78,821.25	
Expected under-run per cent	1.44	

Submitted by: /s/ E. S. Thompson
E. S. Thompson Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr.
Ass't. Division Engineer

Approved: /s/ L. H. Young
Assistant State Highway Engineer or Office Engineer.

young 10-12-67

SP*23877-734

Form E-300—6M

I 8(1)-7(18)341
10

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Contingent upon execution of project agreement if additional funds are required.

SEP 29 1967

Title Dist. Engineer

U.S. Bureau of Public Roads

Order for Extra Work G1-P

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Lime-Malheur County Line Section

Project Name Lime-Malheur County Line Section — Date September 22, 1967

Highway Old Oregon Trail — Contract No. 6747

County Baker & Malheur — Prefix 601-1060

Contractor Murphy Brothers, Inc. — F. A. Project No. I-80N-7(18)341

Address 3812 E. Broadway, Spokane, Washington 99208 — Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish & install three (3) Vertical Alternate Flashing Beacons including cable and wiring from power service connection.

Federal participation is limited to the cost of the work described in this order for Extra Work less 70% of the purchase price of the flashing beacon heads. This is the estimated salvage value of the flashing beacon heads.

NOTED
F. B. KLABOE

Location by station numbers:

813+25, 827+50 and 827+75

Estimate of quantities and cost:

Material	= $1,200.00	Maximum equipment rates allowable
Equipment Rental	= 600.00	as per A.G.C. - State agreement.
Labor	= 1,000.00	
	$2,800.00	Percentage allowed contractor is in
+15%	420.00	accordance with executed contract for
Total	$3,220.00	this project,

The net contract cost effect of this work order is a contract cost increase of $3,220.00.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The contractor was not willing to negotiate a price agreement for this work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,481,236.25	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $ 3,220.00 for work under this order	$5,400,000.00	
Expected under-run ~~over-run~~ amount	$ 81,236.25	
Expected under-run ~~over-run~~ per cent	1.48	

Submitted by: /s/ E. S. Thompson, Resident Engineer

Approval Recommended: /s/ John A. Bond, For Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ Alfred Shirley Jr., Division Engineer

Approved: /s/ L. H. Young

10-18-67

SP*23577-734

RECEIVED
AUG 31 1967

FOR FILING
I-3CN-7(18)341
6747

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 29, 1967

To: MEMO TO FILE

5955

SUBJECT: Signing
Lime-Malheur County Line Section
Old Oregon Trail Highway No. 6 (I80N)
Contract No. 6747
TE 5955

This memo is to inform the file that, in view of the fact that the Bureau of Public Roads will not participate in the cost of revising the speed signs on the above named section from 70 MPH to 75 MPH, it has been decided to cancel PA No. 18 and install 70 MPH speed signs as originally contracted. Upon completion of the contract, we will have State forces install 75 MPH signs.

On August 28, Douglas Daniels, Sign Design Engineer, contacted E. S. Thompson's office and informed them of this.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

DPD:jl
cc: Tom Edwards ✓ This completes TE 5955
A. F. Parson
E. S. Thompson

NOTED
TOM EDWARDS

RECEIVED
AUG 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 21, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-7(18)341, Lime - Malheur County Line Section
Old Oregon Trail Highway
Speed Sign Revision
(Mr. Young's August 5, 1967 letter and Price Agreement No. 18)

We concur in the message revision from 70 MPH to 75 MPH. However, Federal participation will have to be limited to the contract unit prices for the 70 MPH signs. It is our understanding that the 70 MPH signs have been fabricated and the above price agreement is being issued to cover the purchase of the signs. Since these signs will go into the State's sign stockpile to be used by maintenance forces, we cannot participate in their purchase cost.

Bud -
Discuss
Copy - for files

8-23-67
REFERRED TO
Edwards - Morgan - Young
BY ASST. STATE HWY. ENGR.

NOTED
J. R. KLARQUIST

RECEIVED
AUG 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 24 1967
FOR FILING
I-80N-7(18)341

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 21, 1967

In reply refer to: 08-35-DA

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-7(18)341, Lime - Malheur County Line Section
Old Oregon Trail Highway
Speed Sign Revision
(Mr. Young's August 5, 1967 letter and Price Agreement No. 18)

We concur in the message revision from 70 MPH to 75 MPH. However, Federal participation will have to be limited to the contract unit prices for the 70 MPH signs. It is our understanding that the 70 MPH signs have been fabricated and the above price agreement is being issued to cover the purchase of the signs. Since these signs will go into the State's sign stockpile to be used by maintenance forces, we cannot participate in their purchase cost.

8-23-67
REFERRED TO
Edwards - Thorpe - Young
BY ASST. STATE HWY. ENGR.

RECEIVED
AUG 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 18 1967

UNITED STATES GOVERNMENT

Memorandum

I-80N-7(18)341

TO 6747 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: August 10, 1967

In reply refer to: 08-35.A-3

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-7(18)341
Lime-Malheur County Line Section
Old Oregon Trail Highway
State Force Order No. 5 - Revised

6747

Reference is made to your letter dated August 4, 1967 concerning the subject order.

The total estimated costs for work to be done under this order is $2,000.00, $703.00 of which is for costs of furnishing and installing the signs by State Forces. We cannot participate in these costs but we can participate in the charges by Idaho Power Company for the power service connection. The Federal participation will then be based on the estimated cost of $1,297.00 for the power connection. Reimbursement is to be made on an actual cost basis.

A signed copy of this order is returned herewith.

Attachment

RECEIVED
AUG 11 1967
STATE HIGHWAY

NOTED
F. B. KLABOE

REFERRED TO
w/ enc.
By Asst. State Hwy. Engr. 8-14-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-108—5M 8

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Service Connection
Install Signs G-1-P
Furnish Signs G-1-N

REVISED

Order No. 5

Project Name Lime-Malheur County Line Section Date July 25, 1967

Highway Old Oregon Trail Contract No. F. A. Project No. I-80N-7(18)341

County Baker & Malheur Prefix 601-1060 Account No. 276-05

Description of Work To Be Done:

Furnish and Install (2) Neon "SLOW" signs across temporary connection to existing highway. (Including power service connection)

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 2 1967 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Location by Station Numbers:

"AE" Line 798+50 and "L" Line 816+05

Estimate of Quantities and Costs:

Power service connection (Idaho Power Co.	$1,297.00
Furnish and Install signs	703.00
	$2,000.00

The net cost effect of this order is a contract cost increase of $2,000.00

Explanation:

To alleviate a hazardous traffic condition that will develop when westbound traffic joins the existing highway in close proximity to the narrow steel bridge across Burnt River. This S.F.O. revised to comply with the approved plan for transition signing.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 5,481,236.25
Present estimate of project cost, including $ 2,000.00 for work under this order	$ 5,344,401.00
Expected under-run (amount)	$ 136,835.25
Expected under-run (per cent)	2.50

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. S. Thompson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr., Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

State Printing

C

RECEIVED
AUG 21 1967
FOR FILING

I-8CN-7/18)341
6747

July 27, 1967

17

Murphy Brothers, Inc.
3812 E. Broadway
Spokane, Washington 99208

Gentlemen:

The State Highway Commission at its meeting on July 24, 1967, considered your request for an extension of time on Contract No. 6747 on the Lime-Malheur County Line Section of the Old Oregon Trail in Baker and Malheur Counties.

After considering the recommendation of the Engineer and other available information, the Commission granted you an extension to October 6, 1967.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: A. F. Parson
M. S. Thompson
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

FORM FHR-101 (11-66)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 14, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(18)341
Lime Malheur County Line Section
Old Oregon Trail Highway
Request for Time Extension

We concur in extending the contract time to October 6, 1967 for the reason given in Mr. Klaboe's June 13, 1967 letter.

NOTED
F. B. KLABOE

7-18-67
REFERRED TO
Marion Morgan Young
BY ASST. STATE HWY. ENGR

RECEIVED
JUL 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM S-38 8M4 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11, 1967

SUBJECT: Extension of Time
Lime-Malheur County Line Section
Old Oregon Trail Highway
Contract 6747

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

Attached is a request from Murphy Brothers, Inc. for an extension of the specified completion date from June 30, to October 1, 1967. The contractor's request is actually based on a stop work period, although he refers to unfavorable subgrade conditions.

The contractor was issued a stop work order on April 4, 1967. The stop work order was issued because an exceptionally wet spring resulted in a high moisture content in the native materials in the subgrade and this condition would not have been conducive to good construction practices. The stop work order was in effect through July 10, 1967. This represents a 98 day delay and is a justifiable reason for an extension under the 1964 Standard Specifications which govern this project.

The original specified completion date was June 30, 1967. We recommend that the completion date be extended to October 6, 1967. This will eliminate all liquidated damages in connection with the stop work period. Liquidated damages accrue at the rate of $300.00 per day. The estimated completion date for this project is November 30, 1967.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reason for granting an extension is valid and will recommend for concurrence.

Rough drafts of letters to the Bureau of Public Roads and to the Highway Commission are attached.

F. D. Morgan,
Construction Engineer

By John A. Bond

JOHN A. BOND,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

RECEIVED
JUL 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6747 Contractor Murphy Brothers, Inc.

Highway Old Oregon Trail

Section Lime-Malheur County Line

Kind of Work Grading, paving, structures and signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

[redacted]

Stop work period in effect from April 4, through July 10, 1967, justifies an extension to October 6, 1967.

Recommended for Approval:

[signature]
Division Engineer

[signature]
Construction Engineer or Bridge Engineer

[signature]
State Highway Engineer

Contract No. 6747

Project designation I-80N-7(18)341 State-Federal

Date awarded November 10, 1965

Work started December 9, 1965

Per cent completed 71 on July 1, 1967 Date

Spec. Completion date June 30, 1967

~~No. of Workdays Allowed~~

No. of Workdays Used All
To completion date of October 6, 1967

No. of Added Workdays Requested

State Printing 27020

E—320 (Rev.)—634—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ....June....22...., 19..67.

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 6/30/67 ~~days~~ to 10/1/67 ~~days~~, within which to complete our Contract No. ....6747...., without the assessment of liquidated damages. The said contract is described as follows: Grading, paving, structures, & signing work on Lime-Malheur County Line Section of Old Oregon Trail.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: April 4, 1967 to July 4, 1967 inclusive (92 days). Work could not be performed during these dates due to unfavorable subgrade conditions caused by extremely unusual wet weather this spring.

Respectfully submitted,

MURPHY BROTHERS, INC.
Contractor

By T. C. Murphy
T. C. Murphy, President

CONSENT OF SURETY

Date June 26, 19 67

We, THE FIDELITY AND CASUALTY COMPANY OF NEW YORK, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

THE FIDELITY AND CASUALTY COMPANY OF NEW YORK

By: Wm. E. Bartlett
(Wm. E. Bartlett, Attorney-in-Fact)

BARTLETT, FISHER & CARLO, INC.
Resident Agent

BY Ted R. Fisher
RESIDENT AGENT
PORTLAND, OREGON

(SEAL)

RECEIVED
JUL 27 1967
COMMISSION FILES
FOR FILING
F-8(8)-7(18)34
6747

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. [illegible], VICE-CHAIRMAN
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 25, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Subject: Linn-Malheur Co. L. Sec.
Old Oregon Trail Highway
Brs. Nos. 9120, 9120A, 9121,
9121A, 9123, 9125
Contract No. 6747

Dear Sir:

Consistent with the February AASHO Traffic Safety Report, we plan to attach the flex-bm. guardrail on the approaches to the above-mentioned structures. In addition, we plan to add the necessary median barrier posts on Br. No. 9123 to reduce the post spacing from 12'6" to 6'3".

We hereby request that you approve the extra work involved contingent on a reasonable negotiated price being obtained from the contractor. Appropriate details will be furnished as they become available.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

By

L. L. Wallace
Chief Bridge Design Engineer

RECEIVED
TOM EDWARDS

LLW:mb
cc: Tom Edwards
L. H. Young
C. H. Maison

RECEIVED
JUL 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 31 1967
FORM E-20X—SOR—7-66

SP*23811-734

FOR FILING
I-80N-7(18)54
6747

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1967

SUBJECT: Ebba Gay Irrigation Pipe Problem
Lime-Malheur County Line Section
Old Oregon Trail Highway

To: Mr. D. H. Moehring
Right of Way Engineer
BUILDING

As discussed with you, attached is the correspondence and a sketch map regarding the irrigation pipe problem concerning a Mr. Ebba Gay on the Lime-Malheur County Line Section.

This problem has also been discussed with Frank McKinney of the Legal Department. He suggests that personnel from your department and possibly Resident Engineer Thompson, contact Mr. Gay to determine if he would construct the proposed ditch as noted in Item 3 of my letter. McKinney also noted that any agreement reached may need to have approval of the Highway Commission due to previous legal dealings.

F. D. Morgan,
Construction Engineer

By John H. Walker

John H. Walker,
Assistant Construction Engineer

JHW:nn
Encs.
cc: F. B. Klaboe

NOTED
F. B. KLABOE

RECEIVED
JUL 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1967
FOR FILING

I-80N-7(18)341

6747

July 19, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 12
July 24, 1967 meeting

Gentlemen:

Murphy Brothers, Inc., contractor on the Lime-Malheur County Line section of the Old Oregon Trail (I-80N) in Baker County, Contract No. 6747, has requested an extension of the specified completion date from June 30 to October 1, 1967. The contractor's request is based on a delay caused by a stop work order.

A stop work order was in effect from April 4 through July 10, 1967. This 98-day delay was requested by the State because of unsuitable ground conditions which would not have been conducive to good construction practices. An extension for this period is justified.

We recommend that the specified completion date be extended to October 6, 1967. If the contractor prosecutes the job properly, we believe this will eliminate all liquidated damages.

We have received the concurrence of the Bureau of Public Roads for this extension.

This matter will be on the agenda for your consideration at the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

DES:nn fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6747 Contractor Murphy Brothers, Inc.

Highway Old Oregon Trail

Section Lime-Malheur County Line

Kind of Work Grading, paving, structures and signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

[redacted]

Stop work period in effect from April 4, through July 10, 1967, justifies an extension to October 6, 1967.

Recommended for Approval:

[signature]
Area Division Engineer

[signature]
for Construction Engineer or Bridge Engineer

[signature]
State Highway Engineer

State Printing 27929

Contract No. 6747

Project designation I-80N-7(18)341 State-Federal

Date awarded November 10, 1965

Work started December 9, 1965

Per cent completed 71 on July 1, 1967 Date

Spec. Completion date ~~No. of Workdays Allowed~~ June 30, 1967

No. of Workdays Used All
To completion date of October 6, 1967

No. of Added Workdays Requested

RECEIVED
JUL 13 1967

A

FOR FILING

I-80N-7(18)341

6747

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12, 1967

To:

G. Decker
Construction Engineer
Office

SUBJECT: CMP Corrosion
Linn-Malheur Co. Line Project

REF: Request From Concrete Pipe Association

It appears that Ted Schacher has been given the full circle treatment since I was the one that sent him to Division in the first place.

Soil resistivity measurements were taken as well as soil alkalinity and an investigation of cathodised pipe lines. The data has not been written as a report for the reason that no positive conclusion could be reached. It is my impression that Division personnel has all the data that we have.

The information is not secret but due to the nature of the evolving controversy I hesitate to make a written report using inconclusive data which could add fuel to the controversy.

It is suggested that, if Ted is willing to complete the circle, he come back and obtain, orally, all the data we have that he wants.

O. A. WHITE
Engineer of Materials & Research

OAW:sf

cc: L. Shaw

RECEIVED
JUL 13 1967
HIGHWAY

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6747 Contractor Murphy Brothers, Inc.

Highway Old Oregon Trail

Section Lime-Malheur County Line

Kind of Work Grading, paving, structures and signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

[redacted]

Stop work period in effect from April 4, through July 10, 1967, justifies an extension to October 6, 1967.

Recommended for Approval:

[signature]
Division Engineer

[signature]
Construction Engineer or Bridge Engineer

[signature]
State Highway Engineer

Contract No.	6747
Project designation	I-80N-7(18)341 (State-Federal)
Date awarded	November 10, 1965
Work started	December 9, 1965
Per cent completed	71 on July 1, 1967 (Date)
Completion date ~~No. of Workdays Allowed~~	June 30, 1967
No. of Workdays Used To completion date of October 6, 1967	All
No. of Added Workdays Requested	

State Printing 27939

E--320 (Rev.)--5M--5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 22, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 6/30/67 ~~days~~ to 10/1/67 days, within which to complete our Contract No. 6747, without the assessment of liquidated damages. The said contract is described as follows: Grading, paving, structures, & signing work on Lime-Malheur County Line Section of Old Oregon Trail.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: April 4, 1967 to July 4, 1967 inclusive (92 days). Work could not be performed during these dates due to unfavorable subgrade conditions caused by extremely unusual wet weather this spring.

Respectfully submitted,

MURPHY BROTHERS, INC.
Contractor

By T. C. Murphy, President

CONSENT OF SURETY

Date June 26, 19 67

We, THE FIDELITY AND CASUALTY COMPANY OF NEW YORK, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

THE FIDELITY AND CASUALTY COMPANY OF NEW YORK

By: [illegible]
(Wm. E. BAILEY, ATTORNEY-IN-FACT)

BY [illegible]
Resident Agent

RESIDENT AGENT
PORTLAND, OREGON

(SEAL)

RECEIVED
JUL 13 1967
FOR FILING

I-8UN-7(18)341

6747

A

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12, 1967

To: G. Decker
Construction Engineer
Office

SUBJECT: CMP Corrosion
Lime-Malheur Co. Line Project

Ref: Request From Concrete
Pipe Association

It appears that Ted Schacher has been given the full circle treatment since I was the one that sent him to Division in the first place.

Soil resistivity measurements were taken as well as soil alkalinity and an investigation of cathodized pipe lines. The data has not been written as a report for the reason that no positive conclusion could be reached. It is my impression that Division personnel has all the data that we have.

The information is not secret but due to the nature of the evolving controversy I hesitate to make a written report using inconclusive data which could add fuel to the controversy.

It is suggested that, if Ted is willing to complete the circle, he come back and obtain, orally, all the data we have that he wants.

O. A. WHITE
Engineer of Materials & Research

OAW:sf

cc: L. Shaw

FORM E-30 90M 10-61 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon

July 7, 1967

SUBJECT: Lime-Malheur Co. Line
Old Oregon Trail Highway
Contract 6747

To:

Mr. F. D. Morgan
Construction Engineer
Salem

Attention: Mr. G. L. Decker

Attached is a copy of a letter received from the Oregon Concrete Pipe Manufacturers Association requesting some information on the corrosion problem we had with cattle passes on the Lime-Malheur County Line Section.

It would be appreciated if you could furnish Mr. Schacher with the answers to the questions raised in his letter.

A. F. Parson
Division Engineer

By H. S. Coulter

H. S. Coulter
Assistant Division Engineer

HSC:dj
Attachment

RECEIVED
JUL 12 1967
OREGON STATE HIGHWAY COMMISSION
MATERIALS DEPARTMENT

Routing

Morgan	Peasu E
Decker CE	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olsen

RECEIVED
JUL 11 1967
CONSTRUCTION
DIVISION

OREGON CONCRETE PIPE MANUFACTURERS
(ASSOCIATION)

T. P. (TED) SCHACHER ENGINEER-MANAGER

POST OFFICE Box 16217
PORTLAND, ORE. 97216
TELEPHONE . 252-5833

July 5, 1967

NOTED	DE	ADE	ADE

JUL 6 - 1967

REC'D DIV. OFFICE
LA GRANDE

Mr. H. S. "Scott" Coulter
Asst. Division Engineer
Oregon State Highway Dept.
P. O. Box 850
LaGrande, Oregon 97850

Dear Sir:

This office and Mr. Bill Kline of LaGrande Concrete Pipe Co. wish to thank you for your fine cooperation and in having Mr. Vernal Moore, Geologist, assist us on June 28, 1967 in locating the corroded CMP culverts. We took pictures of those that showed rusting and which were re-lined with smaller diameter metal pipe. It seems too bad that a more durable product such as concrete culvert pipe was not used. Our local Oregon product would have served the OSHD project well and would have been less costly.

In answer to my question, Mr. Vernal Moore stated that investigation of the corrosion had taken place but he didn't have the results. Will it be possible to receive a copy of the investigation for the CMP corrosion? Was the resistivity of the soil taken? If so, May I have the figures on it? Was electrolysis a problem?

Thank you again and I hope to hear from you.

Yours very truly,

Ted Schacher

Theodore P. (Ted) Schacher
Engineer-Manager

TPS:ds
cc:Mr.Bill Kline, LaGrande Conc.Pipe
Mr.Ray Town,Jr.,Pres.OCPM

RECEIVED
JUL 14 1967

I-SOH-7(11)1
6747

June 13, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97310

Dear Sir:

Re: Request for Time Extension
Lime-Malheur County Line
Section
Old Oregon Trail Highway
Project No. I-SOH-7(18)341

We have received from Murphy Brothers, Inc., contractor on the subject project, a request for an extension of the specified completion date from June 30 to October 1, 1967. The contractor's request is based on a delay caused by a stop work order.

The contractor was issued a stop work order on April 4, 1967. The stop work order was issued because an exceptionally wet spring resulted in a high moisture content in the native materials in the subgrade and this condition would not have been conducive to good construction practices. The stop work order was in effect through July 10, 1967. This represents a 98-day delay and is a justifiable reason for an extension under the 1964 Standard Specifications which govern this project.

It is our recommendation that the completion date for this project be extended to October 6, 1967. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

DES:nn mc

bc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
A. F. Parson
C. H. Maison

RECEIVED
MAY 5 - 1967
FOR FILING
I-82-N-7(18)341
6747

May 4, 1967

Mr. J. F. Stillwell, Jr.
Stillwell Construction Company
P. O. Box 186
Bellevue, Washington 98004

Dear Mr. Stillwell:

I have looked into the matter of specifications for painted wood sign posts, brought up in your letter of April 27. I find that since the Lime-Malheur County Line project was contracted, the specifications have been changed and the later jobs are being processed with a somewhat relaxed specification.

We cannot, however, withdraw the inspection opportunities. We must reserve the right to inspect and reject any material at any time if it is found not to be in compliance with the specifications.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter (enc.)
F. B. Crandall (enc.)
A. F. Parson (enc.)
E. S. Thompson

STILLWELL
CONSTRUCTION CO.

GENERAL CONTRACTORS
13306 S.E. 30TH ST.
P.O. BOX 186
BELLEVUE, WASH. 98004
SH 7-2900

April 27, 1967

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Re: Lime Malheur County Section
Oregon Contract 6747
Prime: Murphy Bros.

Dear Mr. Edwards:

Attached is a letter from the J. H. Baxter Company, and a copy of the purchase order which we sent to them ordering painted wood sign posts per your specifications for the subject job.

As you can see from reading the Baxter letter we have sent them an order, no price specified, and they are unable to supply ur the materials that will meet your specifications.

We have had this problem on a number of signing jobs we have done for your state. Fortunately we have been able to get a supplier to take the orders up to this point. It is quite obvious to us there is something wrong with the specifications if the suppliers will not take the orders at any price. I do not know how we will work the problem out on this job, but it appears some reviews need to be made and some changes considered in your specifications.

Very truly yours,

STILLWELL CONSTRUCTION CO.

By J. F. Stillwell, Jr.

RECEIVED
APR 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JFS:mrf
cc: Murphy Bros.
Thompson, Resident Engineer

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

WOOD PRESERVI 541 Pittock Block Portland Oregon 97205 Pho 03 227 2674

J.H. Baxter

April 21, 1967

Refer to: CBS-149

Stillwell Construction Co.
13306 S. E. 30th Street
Bellevue, Washington 98004

Attention: Mr. Jim Stillwell

Dear Jim:

Thank you for your recent Purchase Order No. 1140 for Oregon State Highway Department sign posts. Unfortunately, we are not taking orders for these posts under present Oregon State Highway Department specifications, as we find them very difficult, if not impossible to meet. As you know, we have had some very costly experiences with Oregon State sign posts in the past.

We would recommend using Douglas Fir, Select Structural, FOHC, S4S, with a WCLIB grading certificate or equivalent to replace State Inspection for grade. Pressure treated with Chemonite to a minimum net retention of .5# Dry Salts per cubic foot of wood. With the final inspection after treatment, at our plant for penetration and retention by a representative of the State of Oregon. No drying requirements, with the posts to be painted after treatment with a Latex paint. We feel that we could comply with the above specifications and these specifications would give the state a good product at a lower price in the long run.

We hope this will be a temporary situation and as you know we are still very interested in quoting and supplying Washington, Oregon, Idaho and Montana guardrail and Washington and Idaho sign posts.

If you have any questions, please do not hesitate to call or write.

Very truly yours,

J.H. BAXTER & CO.

C.B. Schmokel

CBS:kt

STILLWELL CONSTRUCTION CO.

GENERAL CONTRACTORS
SH 7-2900
13306 S.E. 30th ST.
BELLEVUE, WASH. 98004

No 1140

ABOVE ORDER NO. MUST APPEAR ON ALL PAPERS AND PACKAGES RELATIVE TO THIS ORDER.

'67 APR 21 AM 10:57

PURCHASE ORDER

G. H. Baxter Co.
Pittock Block
Portland, Oregon

Lime-Malheur Co. Section
Oregon Contract 6747

DATE	SHIP VIA	ROUTING	DATE REQUIRED	TERMS	REQUISITION NO.
4 20 / 67	pick up		6 /1 / 67	On State Estimate	S-220

QUANTITY ORDERED	QUANTITY RECEIVED	STOCK NUMBER	DESCRIPTION	UNIT PRICE	TOTAL
			Treated wood sign posts per specifications for this job, titled "Painted Wood Sign Posts".		
4			4 x 4 x 14' posts		
10			4 x 4 x 16' "		
6			4 x 4 x 18' "		
2			6 x 6 x 16' "		
2			6 x 6 x 18' "		
21			6 x 6 x 20' "		
4			6 x 6 x 22' "		
2			6 x 8 x 18' "		
2			6 x 8 x 20' "		

[illegible] would like this order run at The Dalles plant due to closer proximity to job site.

All items must meet Oregon State Highway specifications for this job.

[illegible] COPIES OF YOUR INVOICE WITH ORIGINAL BILL OF LADING

IMPORTANT
[illegible] NOTIFY US IMMEDIATELY IF YOU ARE UNABLE TO SHIP COMPLETE [illegible] BY DATE SPECIFIED.

PURCHASING AGENT J. J. Stillwell Jr.

RECEIVED BY _____ DATE RECEIVED _____

IVED
2 - 1967
FORM E-20X—50M—7-66

R FILING

6747

SP 23687-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 27, 1967

To:
Mr. F. D. Morgan
Construction Engineer
OFFICE

SUBJECT: Correction of Contaminated Base Rock
and Related Surfacing and Paving Problems
Lime-Malheur County Line Section
Old Oregon Trail Highway
Contract No. 6747

REFERRED TO
Porter
BY ASST. STATE HWY. ENGR.

On April 26, 1967, the following personnel inspected and discussed the subject problems on the Lime-Malheur County Line Section:

Gordon Brooks	BPR
Ray Swegler	BPR
Dick Nichols	BPR
A. F. Parson	OSHD
H. S. Coulter	OSHD
E. S. Thompson	OSHD
H. M. Fillmore	OSHD
G. L. Decker	OSHD
J. H. Walker	OSHD

The condition of the existing base rock on the roadway, the existing stockpiles of base and AC paving aggregates along with a review of the design typical sections were inspected and discussed. The following recommendations were made and approved by the inspecting personnel:

1. That it was necessary to remove and replace all base rock which had been contaminated by underlying subgrade materials. As the contamination had been caused by the contractor's hauling equipment, the stand was that the corrective measures were the contractor's responsibility and at his expense.

2. In order to strengthen the surfacing and paving section and bring it up to present-day standards, it was considered worthwhile to add in place of the planned 2-inch top base or leveling course a 2-inch bituminous base. This bituminous base would be placed under the travel lanes of the interchange legs and also under the shoulders of the PCC areas and interchange legs as well.

3. The placement of a light shoulder drainage ditch in cut areas was discussed. The Bureau personnel had no objection to doing this.

Resident Engineer Thompson was instructed to proceed with processing a Price Agreement for the placing of the additional bituminous base in the areas as above stated in anticipation of complete approval being obtained.

John H. Walker
Assistant Construction Engineer

JHW:fw

cc F. B. Klaboe

RECEIVED
APR 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 15 1967
FOR FILING

I-80N-7(4)241

6141

File No. 4278

FILED
FEB 10 1967
CLAY MYERS
SECRETARY OF STATE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
FEB 10 1 12 PM '67
CLAY MYERS
SECRETARY OF STATE

February 9, 1967

Thurri, O'Kief & Cox
Attorneys at Law
Thurri Building
Ontario, Oregon 97914

NOTED ON CARD

Gentlemen:

In this morning's mail, we received from your office a Notice of Claim by Van Warren against Murphy Brothers, Inc., in the amount of $4,338.40 for equipment rental furnished on our Contract No. 6747 on the Lime-Malheur County Line Section of the Old Oregon Trail Highway in Baker and Malheur Counties. This contract has not yet been completed.

A copy of your claim will be forwarded to the Secretary of State for filing and we will notify the surety Fidelity and Casualty Company of New York through Pallett, Fisher & Carlo, Inc., 1001 US National Bank Building, Portland 4, that the claim has been received.

Please let us know when your claim is paid, so that we may clear our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:gs

cc: Fidelity and Casualty Company of New York
Pallett, Fisher & Carlo, Inc.
Murphy Brothers, Inc.
Mr. Glenn L. Jackson
Mr. David B. Simpson
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of your letter.

RECEIVED
FEB 15 1967
OREGON
STATE HIGHWAY COMMISSION

C. W. HEAD

YTURRI, O'KIEF & COX
ATTORNEYS AT LAW
YTURRI BUILDING
ONTARIO, OREGON 97914

ANTHONY YTURRI
JOHN C. O'KIEF
JAMES A. COX

CARL BURNHAM, Jr.

AREA CODE 503
889-5368

February 7, 1967

Secretary
Oregon State Hiway Commission
Salem, Oregon

Re: Van Warren vs. Murphy Bros., Inc.

Dear Sir:

Enclosed herewith is a Notice of Claim in the above matter. Please acknowledge receipt.

Very truly yours,

YTURRI, O'KIEF & COX

By: James A Cox

JAC:blw
Encl

Certified Mail

cc: Murphy Bros., Inc.
3812 East Broadway
Spokane, Washington

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

TO: OREGON STATE HIGHWAY COMMISSION

NOTICE is hereby given that the undersigned VAN WARREN of P. O. Box 66, Greenleaf, Idaho, has a claim for equipment rental for equipment furnished to Murphy Bros., Inc., in the performance of the hereinafter described contract as more fully stated on the attached statement which is incorporated herein by reference.

Said claim is for labor or materials, to-wit: Equipment rental, used in the prosecution of concrete ditch construction as part of highway construction of contract #6747, Lime-Malheur County Line Section, and is against the bond taken from Murphy Bros., Inc., as principal and The Fidelity and Casualty Company of New York, 160 Pine Street, San Francisco, California, as surety in connection with such contract.

The amount of this claim is the sum of $2,338.40. Six months have not elapsed since the date of acceptance of the work under said contract by the Oregon State Highway Commission.

Done and Dated this 1 day of July, 1967.

Van Warren

STATEMENT

From March 26, 1966

through April 9, 1966

Rental of slip form, winch truck and plow	$ 1,740.00
Rental of grader and welder	598.40
BALANCE DUE.....	$ 2,338.40

RECEIVED
FEB 2 - 1967
FOR FILING
I-ECd-1(12)-111
1/1/1

February 2, 1967

Mr. A. E. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Summary of Statewide Inspection-in-Depth on Portland Cement Concrete Paving - 1966
I-5-66-ID(95)49

Dear Sir:

Your memorandum of January 13 regarding the statewide inspection-in-depth on portland cement concrete paving has been reviewed. Following are our comments on your general findings as related in the report.

Finding No. 1: You note that on all projects initial machinery difficulties were encountered and you recommend that some type of a shakedown or dry run might help to iron out these problems.

Comment: We most certainly also desire a much better start than was experienced. It is our opinion that a portion of this problem encountered was somewhat due to old machinery and inexperienced operating personnel. A check of all equipment to assure that it is in proper working condition is certainly in order and we will stress this point to our Engineers and Inspectors. It would also appear that perhaps a period of pre-instruction to new contractor personnel might be beneficial; this will also be stressed.

Finding No. 2: You note that on several projects a lack of experience in personnel regarding the specification enforcement was evident. You recommend training one or two men who would be entirely familiar with this operation and that we use them as roving inspectors.

Comment: We believe that this recommendations has already been placed in effect. On the later portion of the Fallen-Fifteenmile Creek project and on the Linn-Calhoun County line section, the top paving inspector in the state

was sent to these projects and the Central Laboratory's concrete plant expert was also sent to these projects to bolster up the existing personnel. We believe we need more than one expert in these phases of inspection and are now in the process of training and instructing additional personnel. Classes regarding concrete have just concluded for some 29 men statewide at our Central Laboratory and it is intended to follow up with this training to other personnel.

Finding No. 3: Your report notes that some engineers appear to obtain more consistent results and have more complete records than others. To standardize, you recommend that a checklist might be of benefit to the engineers.

Comment: We feel that this may be worthwhile and will work one up for the field's use. We also have noted that some of our engineers, like yours and no doubt all other agencies, just naturally keep better records and, in most instances, generally obtain better jobs than others.

Finding No. 4: You note that there is the possibility of coarse aggregate segregation on some projects, and you recommend it be brought to the attention of our Resident Engineer.

Comment: You may be assured that this will be done.

Your General Comments have been noted and, for the most part, have already been taken up with the personnel on the projects referred to in this report. They will form a part of our instructional reminders in future seasons.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Kläble
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young

JHW:fp srb

RECEIVED
JAN 23 1967

I-80N-7(18)341 Klaber

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6747

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 18, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

1363

SUBJECT: Final closeout summary of Statewide inspection-in-depth into Portland cement concrete paving - 1966, #35-66-EID(95)49

We have conducted our Statewide inspection-in-depth into every concrete paving project you administered this last year. Our inspections started in August and they indicated that all concrete pavement placed in 1966 gave reasonably good riding characteristics and adequate strength.

All personnel associated with this work appear to be very conscientious and your Department is commended for their vigilence in inspecting the paving operations.

The projects inspected were:

Azalea - Glendale Section, I-5-2(47)32 — 6578
The Dalles Fifteen Mile Section, I-80N-3(49)32 — 6829
Lime - Malheur County Line Section, I-80N-7(18)341 — 6747
SW. Montgomery - Broadway Section, I-405-3(9)302 — 6577

Individual project deficiencies have been discussed with your personnel and you have been furnished with a copy of every inspection-in-depth.

There are certain underlying items which consistently crop up on two or more jobs that merit some consideration for future projects. These findings are numerated below:

1. Finding (Paving Machinery Difficulties)

All projects without exception gave initial problems in ironing out the machinery difficulties for the first few hundred feet of pavement placed. These problems reflected roughness of the paving slab, honeycombing, and rough edges.

Recommendations

It is recommended that you consider some type of "shake down" or "dry run" operation to concrete placement on the main grade. Here machinery difficulties and scheduling problems could be ironed out.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

2. Finding (Experience in Specification Enforcement)

A lack of experience in the problem of how far to insist on specification enforcement was obvious on several jobs. The end results of this problem would be inconsistency in the plastic concrete which could result in a rough riding surface because of the erratic speed of the finishing operation.

Recommendations

It is recommended that you consider training one or two key men in concrete paving who are entirely familiar with concrete mixing and placement operation, and will actually travel onto the project initially and remain until all problems of production and placement are ironed out. These men should have authority to shut down any phase of the paving operation if in their opinion adequate results are not being obtained. There are some excellent training seminars and workshops sponsored by ACPA and PCA that could add much depth to such people in this work.

3. Finding (More Consistent Results and Complete Records)

Some resident engineers appear to obtain more consistent results and have more complete records than others. This was due primarily to a greater depth and understanding of concrete pavement placement and the possible problems involved therein.

Recommendations

It is recommended that a concrete paving checklist be furnished to all resident engineers involved in concrete pavement covering all facets of the paving operation prior to starting the actual paving.

4. Finding (Aggregate Segregation During Stockpiling)

On Several of the projects it was found that some coarse aggregate was allowed to fall freely from 10' to 15' into a conically-shaped pile. This forces much of the coarse material to the outside of the pile and contributes to segregation.

Recommendations

It is recommended that this item be brought to the attention of all engineers involved in the stockpile operation, and in the event that a loader is not continually breaking down the pile, a baffled enclosure be installed at the end of the belt to reduce the segregation.

General Comments

There still appears to be some reluctance by the contractor's personnel to protect the membrane curing compound and hand spray the compound on

the slab edges after the forms have been removed. Also, it was found in most cases that the type of rolling equipment for the base or subbase was not indicated, and that a daily record could advantageously indicate the station, rolling procedure, the size of the machinery, and that adequate compaction was obtained.

All items mentioned in previous concrete paving inspection-in-depth reports have been resolved to our satisfaction. The recommendations in this memorandum although general in nature should improve the project. We would appreciate your consideration of these items.

FORM E-20 SSM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 16, 1967

SUBJECT: Class "B" Asphaltic Concrete
Contract #6747

To:

Frank Morgan
Construction Engineer
Office

The attached Bituminous Mixture Design indicates an asphalt content requirement in excess of specification limits. This memo is to call your attention to the fact that we have not requested authorization from the Bureau of Public Roads for the necessary specification change.

The higher than normal required asphalt content is due to the coarse grained composition of the aggregates submitted and the lower than average specific gravity of the individual grain solids. These physical characteristics are indicated by laboratory tests and microscopic examination. This condition results in additional available voids for asphalt absorption and a greater than normal surface area to be coated for a given weight of mixture.

Although the asphalt content is high when calculated as specified on the weight basis, it is not excessive on the percent by volume determination.

O. A. WHITE
Engineer of Materials & Research
by

J. E. WILSON
Ass't. Engineer of Materials
and Research

JEW:zf

cc: A. F. Parson
E. S. Thompson
Soils and Geology
V. Moore

Routing

3	Morgan		Pease E
4	Decker		Morelock
2	Bond		Trout
	Barbee		Scott
1	Walker		Wills
	Glenn		Litchfield
5	Swan		Olson

RECEIVED
JAN 17 1967
CONSTRUCTION
DIVISION

Form 2-60-4M-1-64

OREGON STATE HIGHWAY DEPARTMENT
Materials Division

Laboratory Report

Project: Hwy - Malheur County Line
Highway: (1) Oregon Trail
Contractor: Murphy Bros. Inc. Contract No. 6747
Submitted by: A. S. Thompson

Prefix No. 601-1060
County: Baker & Malheur
F. A. Project No. I-80N-7(18)241
Date Reported: January 16, 1967
Laboratory Charges: $75.00

REPORT ON SAMPLE OF: BITUMINOUS MIXTURE ** CLASS "B" A/C

Source of material: Durbin Cr. (Quarry Stn. 930)
Sampled or inspected at
To be used
Sampled or inspected by

Date received: Dec. 1, 1966
Quantity represented: 24,000 Tons

TEST RESULTS

Laboratory No. 707837
Data Sheet No. A4271(

Sieve	Lab. 3/4-1/2	Lab. 1/2-0	Field 3/4-1/2	Field 1/2-0	Comb. Agg. *		Mixture with Asphalt Chevron 85/100				
Comb.			41	59							
3/4"		0	5.8		2.4	2.4	2.3	2.3	2.2	2.2	2.2
1/2"		0	33.0		13.5	13.3	12.6	12.5	12.4	12.4	12.3
#4		0.8	42.7	8.8	25.6	25.2	23.8	23.7	23.6	23.4	23.3
#8	5.8	15.1	(#4)12.5	10.2	6.5	6.4	6.0	6.0	6.0	6.0	5.9
#16	3.5	34.0		39.4	25.3	24.9	23.4	23.4	23.3	23.2	23.1
#30	(#10)2.5	25.8		26.4	17.0	16.7	15.8	15.7	15.6	15.5	15.4
#50		5.1			4.0	4.1	3.9	3.8	3.8	3.8	3.8
#100		3.1		10.1	2.5	2.5	2.4	2.4	2.4	2.3	2.3
#200	3.2	5.1		5.1	3.2	4.5	4.3	4.2	4.2	4.2	4.2
Asphalt		5	60	95	A.C.		5.5	6.0	6.5	7.0	7.5
Spec.			96.8		A.C. @ 0% Voids		2.49	2.47	2.45	2.43	2.41
Hveem Stabilometer Value at 1st compaction							31	35	38	35	35
Cohesiometer " " "							225	265	292	313	396
Unit Weight lbs/cf. " " "							2.18	2.20	2.22	2.24	2.26
Percent Voids " " "							12.4	10.9	9.4	7.8	6.2
Hveem Stabilometer Value at 2nd compaction							50	52	55	52	50
Unit Weight lbs/cf " " "							2.26	2.28	2.30	2.32	2.34
Percent Voids " " "							9.2	7.7	6.1	4.5	2.9
Specified % Voids @ Recompaction							2.9	4.5	-	2.9	

Material as represented by this sample (does) (does not) comply with specifications.

Lift	Base	Wear.	Should.	Med.
Recom. AC	7.5	7.0	-	7.5
Lbs/cf @ 92%	134.4	133.3	-	134.4

TEST REPORT DISTRIBUTION:
Bureau of Public Roads
Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
Division Engineer Parson
Resident Engineer Thompson
Dist. Maint. Supt.
Foreman
Files
Soils

* Combined Aggregate Gradation from test sample washed by rotarex.

** This is a mix design check. Test results are identical to those obtained using aggregates submitted on data sheet #A15974.

O. A. White
Engineer of Materials

Note: Due to material variations during production, this mix is subject to field adjustments.

RECEIVED
JAN 17 1967
FOR FILING

Form CO-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: January 16, 1967

In reply refer to: 08-35.DA-3

TO 6147 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-7(18)341
Lime-Malheur County Line Section
Old Oregon Trail Highway
State Force Work Order # 4

Reference is made to Mr. Young's letter of January 9, 1967 concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special equipment and trained personnel to perform the work.

Federal participation will be based on actual costs. The total estimated cost of the work to be done under this order is $200.00 with Federal participation of $184.48.

The finished marking is to be in accordance with the State's standard for painted cattle guards, dated December 5, 1965.

REFERRED TO
Young Wisnc.
Hwy. Engr.
1-17-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-108—836

APPROVED
Contingent upon [illegible] of project [illegible] funds [illegible]
DEC 16 1966 [signature]
[illegible] Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

G 1 P

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name Lime-Malheur County Line Section Date December 12, 1966

Highway Old Oregon Trail Contract No. 6747 F. A. Project No. I-80N-7(18)341

County Baker & Malheur Prefix 601-1060 Account No. 279-4

Description of Work To Be Done:

Paint 8 painted cattle guards.

Location by Station Numbers:

North Huntington Interchange
"A" Line 805+00
"B" Line 817+70
"C" Line 817+65
"D" Line 816+45

Benson Creek Interchange
"A" Line 55+15
"B" Line 56+15
"C" Line 57+50
"D" Line 55+60

Estimate of Quantities and Costs:

Paint 8 cattle guards at $25.00 each. Total = $200.00.

The net cost effect of this order is a contract cost increase of $200.00.

Explanation: The project plans states that this work will be performed by others. The contractor is not equipped to perform this work and it can be better performed by the State.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$5,481,236.25
Present estimate of project cost, including $ 200.00 for work under this order	$5,194,670.00
Expected under-run (amount)	$ 286,566.25
Expected under-run (per cent)	5.23

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. S. Thompson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley, Jr. Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Finance

RECEIVED
JAN 12 1967
FOR FILING

I-80N-7(18)341
6747

January 12, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 279 covering painted cattle guards on the Lime-Malheur County Line Section of the Old Oregon Trail Highway in Baker & Malheur Counties, Contract No. 6747 in connection with Federal-Aid Project No. I-80N-7(18)341.

This work is necessary to paint cattle guards at 8 locations on the North Huntington and Benson Creek Interchanges. This work is shown on the plans to be done by "others". The State has specialized equipment and trained personnel to do this work more economically and expeditiously than by contract method. The contractor is neither equipped or staffed to do this work.

This work was tentatively recommended for approval by the BPR Area Engineer, December 19, 1966. Your approval as of that date, under the provisions of PPM 21-6.2 on actual cost, is requested.

The estimated amount of the order is $200.00 with Federal participation of $180.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:ed

FORM D-4423X DOM 7-66
RECEIVED
JAN 13 1967
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I 2-7(12) 341
6-141

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 9, 1967

Mr. Donald H. Herak
Acme-Vickrey Company
Box 2503
Terminal Annex
Spokane, Washington 99220

Dear Sir:

Reply is made to your request for release of $31,000.00 held on the Lime-Malheur County Line Section, Contract No. 6747. Said amount was retained pending study of the use of non-homogeneous concrete chairs and its effect upon the portland cement concrete pavement. Of course, sufficient time has not elapsed for this study to be complete and final; however, the Oregon State Highway Department is willing to release this retained amount if Murphy Brothers, Inc. will submit a signed statement requesting this release and stating therein the following:

1. Release of this retained money does not indicate acceptance of the questionable pavement area at this time.

2. Release of this retained money does not prevent deletion of part or all of the cost of this section of pavement should further study or condition of this pavement indicate an unsatisfactory product.

NOTED
F.B. KLABOE

Request for this release and acceptance of conditions as stated above must come from Murphy Brothers, Inc.

RECEIVED
JAN 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

FDM:fp
cc Murphy Bros., Inc.
P. O. Box 652
Ontario, Oregon

bc F. B. Klaboe
L. H. Young
A. F. Parson

RECEIVED
JAN 10 1967
FOR FILES

January 9, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 279-01, covering the cost of painting eight painted cattle guards on the Line-Malheur County Line Section of the Old Oregon Trail Highway in Baker and Malheur Counties, Contract No. 6747 in connection with Federal-Aid Project No. I-SOM-7(18)341.

This work is to be done at the North Huntington and Bonanza Creek Interchanges. The project plans state that this work is to be done by others. The State has the necessary special equipment and trained personnel to do the work economically.

This work was tentatively recommended for approval by the B.P.R. Area Engineer and the Field was authorized to proceed December 19, 1966, as an emergency measure. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

JK:cr

RECEIVED
DEC 8 - 1966
FOR FILING
I-80N-7(18)341
6747

1193 K

December 7, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Inspection-in-Depth Report
Concrete Paving, Lime-
Malheur County Line Section
Old Oregon Trail Highway

Dear Sir:

As requested in your letter of November 17, following are our comments on the findings and recommendations as set forth in the Inspection-in-Depth Report on Concrete Paving for the Lime-Malheur County Line Section of the Old Oregon Trail Highway.

1. Segregation in 3/4"-0 Aggregate.

The report notes the aggregate pile as 3/4"-0 but we assume it refers to the 3/4"-#4 material. The report indicated that segregation was occurring in this material at the pit site and recommended that a baffle be placed or continual breakdown of the pile be done to eliminate this problem. The report also states that this was brought to the attention of the engineer.

On investigation, it was found that the engineer complied with the recommendation and a baffle was immediately installed to alleviate this problem.

2. Fineness Modulus of Sand Varying from 2.94 to 3.19.

Your findings state that a fine layer of sandy material was observed being placed into the plant and also that the rate of production varied from 400 cubic yards to 2,000 cubic yards per day. You recommended that an attempt should be made to charge the plant with as consistent material as possible and the rate of production held constant.

We agree that the material should remain constant and believe we are attempting to achieve this. Our test results show that in 100 tests taken, some 18 were below the 2.99 allowed

and none above the 3.19 which was the fineness factor from the qualifying sample. We also note that some 1,000 cubic yards as represented in the 16 tests were rejected.

The average fineness factor as represented by all the tests is 3.13 and the mix design has been slightly revised in the field on recommendation of Oscar A. White and Vern Lugnet of our Materials Division. We feel we are making the attempt, as you suggest, to obtain consistency. It should be noted that a close examination of cylinders submitted and test results is being maintained by the Salem Laboratory in the line of strength attained.

3. Laboratory tests indicate improper moisture content correction.

Your findings indicate a large discrepancy in moisture content between the laboratory and the field. You recommend this should be corrected probably by a better field procedure.

Our review indicates that you must have received erroneous figures from our field people. The Pienometer method of moisture determination for the sample referred to had a moisure content of 8 percent. This was total moisture content. The 6.34 percent as you note was above saturated surface dry condition of the sand. We believe the method we are using is suitable as it has been checked extensively over the past ten years by different operators and has been found to have an accuracy of plus or minus 0.5 percent when compared with oven drying.

Using the Pienometer method, the control level should be recalibrated at intervals. This, we understand, had not been done but has since been corrected by instructions to the field personnel performing the tests. A check will be made on this item when work starts again next spring.

We agree with your report that this project appears to be in excellent shape as far as the work is concerned that has been done to date. We expect it to continue at this level.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
Victor D. Wolfe
L. H. Young
A. F. Parson

JHW:fp srb

Form 69-121
(11-63)
(Prec. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 17, 1966

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(18)341
Lime - Malheur County Line Section
Concrete Paving (Segment of Statewide Inspection-in-Depth on Concrete Paving)

Attached herewith is an inspection-in-depth report on the Paving stage of the subject project. Most of the findings have been discussed to some degree with your people; however, we are not aware of any action that you have taken. May we have your comments on the findings and recommendations.

Enclosure

orig & 1 mcy w/enc.
copy to Walter Young
11-22-66

Routing

RECEIVED
NOV 1 1966
CONSTRUCTION
DIVISION

RECEIVED
NOV 21 1966
OFFICE
STATE HIGHWAY

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-23D (REV. 10-65) cc:OSHD(Klaboe)
Region, 3 cys
Wash DC thru Region
File 439 Admin Mgr

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Baker and Malheur	I-80N-7(18)341

DATE OF INSPECTION	PHASE(S) INSPECTED
10-12-66	Portland Cement Concrete Paving

INSPECTION MADE BY	IN COMPANY WITH
H. A. Schell, Area Engr G. R. Brooks, Dist Engr R. A. Nichols, Area Engr R. O. Nelson, Engr Trainee	E. S. Thompson, Res Engr, OSHD Scott Coulter, OSHD J. Walker, OSHD Wm. Maltby, OSHD R. S. Hawkins, OSHD H. M. Fillmore, OSHD

REPORT PREPARED BY: H. A. Schell, Area Engineer

PROJECT INCLUDES

☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☐ MAJOR STRUCTURES ☐ OTHER (Specify) _____

CONTRACTOR (Name and address)		CONTRACT AMOUNT
Murphy Bros. Const. Co. Spokane, Washington	Subcontractor for PCC Paving: Acme-Vickrey	$4,818,210.00
		PROJECT STATUS (% comp.) 70

LOCATION The project begins near Lime, Oregon and proceeds southeasterly 10.04 miles to a point 1.3 miles southeasterly of the Baker - Malheur county line, about 4 miles southeast of Huntington, Oregon.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

Part of a Statewide Inspection-in-depth

LIME - MALHEUR COUNTY LINE SECTION
OLD OREGON TRAIL HWY.
Grading, Paving, Structures, and Signing

A. SCOPE OF INSPECTION

This inspection was performed on the continuously reinforced concrete paving operation of the Lime - Malheur County Line Section of I-80N.

Approximately 17 percent of the paving item has been completed to date.

The subgrade has been prepared by a subgrade planer electronically controlled. Aggregates are produced at a pit located 10 miles northeast of the project and hauled to a central mixing plant and placed in surge piles. This plant is located approximately at the third point of the project. Concrete is batched automatically and hauled by 6-CY readymix trucks to the paving train.

Linear measurements were taken of the slab forms; the slab; steel size, and placement; concrete slump and air; and record concrete cylinders were cast. All were found to be in reasonable conformance with plans and specifications.

(more)

Aggregate samples were taken, and a sand sample was sealed for moisture content determination at the Central Laboratory. This inspection included a review of the aggregate production site, the batch plant, paving operation, and the project records.

B. SUMMARY AND RECOMMENDATIONS

1. Segregation in 3/4" - 0 Aggregate

Finding: The 3/4" - 0 pile of aggregate at the pit site was being dropped as much as 10 to 15 feet and indicated segregation in the conic shaped pile the rock formed. There was no apparent attempt to reduce the segregation by the loader operator.

Recommendation: This finding was brought to the attention of the Resident Engineer, and it was suggested that either a baffled chute at the end of the belt be installed and/or continual breakdown of the pile be accomplished by the loader.

2. Fineness Modulus of Sand Varying from 2.94 to 3.19

Finding: A layer of extremely sandy material was observed being placed into the plant. Also, production rates varied from 400 CY to 2000 CY per day. Variations in the pit material and production rate could affect the consistency of the sand. This item was discussed with Mr. Oscar White and J. Walker, OSHD, on the project at the time of the inspection.

Recommendations: An attempt should be made to ~~ ~~charge the plant with as consistent material as possible and the rate of production should be held constant.

3. Laboratory Tests Indicating Improper Moisture Content Correction

Findings: The corrections for sand moisture content were discussed at the plant with the State plant production man. It was found that moisture on this day varied from 10.5% to 11%, determined by a modified piecometer method. A sample was taken and lab-checked, and contained only 6.34 percent water above the SSD condition of the sand. This would indicate that the corrections applied by the production man should make the mix slightly over-sanded.

Recommendations: It is felt that a revised mix ~~design~~ for moisture correction should be applied and ~~the~~ correct procedure

(more)

for moisture checking in the field should be developed.

C. GENERAL COMMENTS

This project appears to be in excellent shape. It is by far the best organized project to date, and the State should be commended. It is apparent that much improvement has transpired since the initial paving project last April. It will be interesting to compare the profilometer readings with the other projects completed this year.

Under Comment 3 the piezometer was used for determining the moisture content of the sand. It is felt that the experience with the variation of fineness modulus might be a problem in utilizing this method, and it is wondered if such a test is actually accurate enough for field corrections.

Subgrade Planner electronically controlled from a wire on either side of grade.

Entire paving train.

Concrete placed into forms by conveyer belt and 2 ready-mix trucks on either side of forms (3 ready-mix trucks total).

Plow spreader machine used to distribute and knock down concrete.

Spud vibrators in operation located in rear of plow spreader machine.

Four inch Pipe drag is finishing operation just prior to burlap drag finish. (Note drum finisher just prior to pipe drag).

Form E-200—6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

State Cop[illegible]

Contingent upon [illegible] of project

G1-P

[illegible] Dist[illegible]

U.S. Bur[illegible]

Project Name Lime-Malheur County Line Section Date December 6, 1966

Highway Old Oregon Trail Contract No. 6747

County Baker & Malheur Prefix 601-1060

Contractor Murphy Brothers, Inc. F. A. Project No. I-80N-7(18)341

Address 3812 E. Broadway, Spokane, Washington 99208 Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install metal end sections for 8 painted cattle guards.

Location by station numbers:

North Huntington Interchange
"A" Line 805+00
"B" Line 817+70
"C" Line 817+65
"D" Line 816+45

Benson Creek Interchange
"A" Line 55+15
"B" Line 56+15
"C" Line 57+50
"D" Line 55+60

Estimate of quantities and cost:

Materials	$405.00	Maximum equipment rates allowable
Labor	240.00	as per A.G.C. - State agreement.
Equipment Rental	20.00	
	$665.00	Percentage allowed contractor is in
+15%	99.75	accordance with executed contract for
	$764.75	this job.

The net contract cost effect of this work order is a contract cost increase of $764.75.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The contractor would not agree to the maximum price that could be justified for price agreement.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$5,481,236.25	
Present estimate of project cost, including $ 764.75 for work under this order	$5,194,470.75	
Expected under-run ~~XXXXXXX~~ amount	$ 286,765.50	
Expected under-run ~~XXXXXXX~~ per cent	5.23	

Submitted by: /s/ E. S. Thompson
E.S. Thompson
Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr. for Division Engineer

Approved: /s/ L. H. Young
~~XXXXX State Highway Engineer~~ Office Engineer.

SP-23877-734

Young 1-11-67

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NOV 3 1966
FOR FILING

I 205-7(10) 241

6747

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1966

To:

1146

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Assignment No. 1146-FBK
Concrete Blocks as Steel Supports
in Concrete Pavement
Lime-Malheur County Line Section
Old Oregon Trail Highway

The use of concrete blocks as supports for reinforcing steel in concrete pavement has been discussed with laboratory personnel as well as among our construction people.

From these discussions, the opinion is that better construction practice would dictate the use of steel chairs rather than the concrete blocks. Our laboratory people, while preferring the chairs, have indicated they do not believe we will sustain any appreciable loss in strength if blocks are equal to the strength of the pavement.

It is believed the use of concrete blocks of equal strength of the pavement would fulfill the requirements of our specifications on this project; therefore, if we desire to have only steel chairs, we could be held for the difference in cost if any.

Inquiry to Division 5 as to just what the contractor's intentions were has brought forth the attached teletype answer from Parson.

Personally, my opinion is that we should require the steel chairs if the possible cost of a claim was not excessive. The contractor would have all winter to obtain the chairs and, of course, if they were unobtainable, then we could reluctantly accept the blocks.

F. D. Morgan
Construction Engineer

By John H. Walker
Assistant Construction Engineer

11-2-66
copy to

JHW:fp

Enc.

Walker: Your suggestion OK
w/ BFK and go along
FDM

RECEIVED
NOV 1 1966
OF
STATE H

CON LAG 280 10-31-66 1045A

WALKER

THOMPSON ADVISES THAT CONTRACTOR DOES INTEND TO MAKE CONCRETE BLOCKS FOR SUPPORT OF STEEL ON BENSON CREEK JOB, BUT ONLY FOR EMERGENCY USE IF STEEL CHAIRS ARE NOT READILY AVAILABLE. DO YOU WISH TO ADVISE THEM NONE WILL BE ACCEPTED AND BASED ON WHAT.

PARSON
ND
17
88.

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OCT 28 1966

FOR FILING
I-5(14)7(12)-241
6747

Salem, Oregon 97310
October 28, 1966

Lane-Malheur County Line
Section of I-5W

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

1146

I have been advised that the subcontractor doing the paving work on this project intends to use concrete blocks for supporting the steel reinforcing mat when he begins his operation next year. These concrete blocks will supposedly be constructed of the same strength as will be the PCC pavement itself.

Nevertheless, I still feel that this is a poor construction practice.

Would you please check with the Laboratory people and others who might have knowledge of this matter and advise me of your opinion.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

cc: Victor D. Wolfe

F. B. Klaboe

FORM E-123X 50M 7-65

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OCT 7 1966
FILING

COMMISSIONERS
GRANT L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
OCT 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

La Grande

October 4, 1966

Murphy Brothers, Inc.
3812 E. Broadway
Spokane, Washington 99202

Dear Sirs:

Reference is made to your contract # 6747, Lime-Malheur County Line.

For your information the use of mortar blocks to support reinforcing steel does not provide the homogeneous concrete as specified in our standard specifications, paragraph 330-3.11. We must, therefore, ask that you immediately cease the use of these blocks and provide a support that will give us the homogeneous mat as specified.

This letter constitutes an order to shut down immediately until proper support for your reinforcing steel is supplied. This refers to your Portland Cement concrete paving only.

NOTED
F. B. KLABOE

A. F. Parson
Division Engineer

AFP:nd
cc. Mr. F. D. Morgan
Mr. E. S. Thompson

Routing

RECEIVED
OCT 5 1966
CONSTRUCTION
DIVISION

RECEIVED
OCT 10 1966
FOR FILING
I-80N-7(18)341

Form CD-121 (11-63) (Prep. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 4, 1966

In reply refer to: 08-35-DA.3

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-7(18)341
Lime-Malheur County Line Section
Old Oregon Trail Highway
State Force Work Order No. 3

Reference is made to Mr. Young's letter of September 7, 1966 concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $500.00 with Federal participation of $400.00.

Enclosure

REFERRED TO
[signature]
BY ASST. STATE HWY. ENGR.
10-10-66

RECEIVED
OCT 10 1966

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form A-196—6M

APPROVED
Contingent upon modification of project [illegible] additional funds [illegible]
AUG 30 1966
[illegible] Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Lime-Malheur County Line Section Date August 24, 1966

Highway Old Oregon Trail Contract No. 6747 F. A. Project No. I-80N-7(18)341

County Baker and Malheur Prefix 601-1060 Account No. 278-03

Description of Work To Be Done:

Paint traffic lines for temporary diversion of traffic during stages 1 and 2 of final construction at east end of project. Also removal of traffic lines where required.

Location by Station Numbers:

"D" 60+00 to "L" 86+00

Estimate of Quantities and Costs:

Labor - - - - - - - - -	$275.00
Material- - - - - - - -	125.00
Equipment - - - - - - -	100.00
Total - - - - - - - - -	$500.00

This work makes an additional cost to the contract of $500.00.

Explanation:
This work will be required to change the traffic pattern to allow the final construction of the eastbound lanes and later another change to allow the final construction of the westbound lanes. The contractor is not equipped for this work and it can better be accomplished by State forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$5,481,236.25
Present estimate of project cost, including $500.00 for work under this order	$5,261,716.80
Expected under-run (amount)	$219,519.45
Expected under-run (per cent)	4.0%

Space to right of this line is for use of Salem Office

Submitted by: /s/ H. M. Fillmore, Assistant Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. F. Parson, Division Engineer

Approved: /s/ L. H. Young, Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
SEP 8 - 1966
FOR FILING

September 7, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 478, covering temporary pavement striping for the diversion of traffic during stage construction on the Lime-Malheur County Line Section of the Old Oregon Trail Highway in Baker and Malheur Counties, Contract No. 6747 in connection with Federal-Aid Project No. I-80N-7(18)341.

This work is necessary for the protection and guidance of the traveling public.

The contractor does not have the equipment or personnel to do this work. The State has trained personnel and specialized equipment to do the work more economically and expeditiously than by separate contract.

The project was awarded prior to April 28, 1966. Funds are available from deleted seeding and mulching on Project U-318(10) and Project 30-466(4) to cover the cost of temporary striping on this Project I-80N-7(18)341.

This work was tentatively recommended for approval by the Area Engineer, August 30, 1966. Your approval as of that date, under the provisions of PPM 21-6.2 on actual cost basis, is requested.

The estimated amount of the Order is $500 with Federal participation of $450.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RSW:bb

RECEIVED
AUG 11 1966

Form CD-121 (11-63) (Proa. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
6747 Salem, Oregon

DATE: August 8, 1966

In reply refer to:

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-7(15)320
Oxman-Bubbs Ranch Section, Old Oregon Trail Highway
State Force Work Order No. 8
Est. Amount - $1,750.00 Fed. Participation - $1,575.00

Oregon Project I-80N-7(18)342
Lime-Malheur County Line Section, Old Oregon Trail Highway
State Force Work Order No. 2
Est. Amount - $2,073.60 Fed. Participation - $1,866.24

Reference is made to Mr. Young's letters of June 22, 1966 and July 12, 1966, concerning the subject orders.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be inconformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of paragraph 6d of PPM 21-15.

Subsequent to the dates of your requests, agreed unit prices for striping were determined. Federal participation will be based on these agreed unit prices.

REFERRED TO
Young, Urbanek.
By Asst. State Hwy. Engr.
8-10-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-108—6M

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 5 1966 By G.L.D.
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Lime - Malheur County Line Section Date June 23, 1966

Highway Old Oregon Trail Contract No. 6747 F. A. Project No. I-80N-7(18)341

County Baker and Malheur Prefix 601-1060 Account No. 278-02

Description of Work To Be Done:

Paint traffic lines on new construction

Location by Station Numbers:

Throughout the project limits as required.

Estimate of Quantities and Costs:

17.0 miles 4" skip Line at $30	- - - - - - - - -	$ 510.00
32.4 miles 3" Shoulder Line at $46	- - - - - - - - -	$1,490.40
1.2 miles 4" Barrier Line at $61	- - - - - - - - -	$ 73.20
	Total =	$2,073.60

Explanation:

The contractor is not equipped to perform this work and it can be better performed by the state.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$5,481,236.25
Present estimate of project cost, including $2,073.60 for work under this order	$5,481,236
Expected under-run / over-run (amount)	$ 0.0
Expected under-run / over-run (per cent)	0.0

Space to right of this line is for use of Salem Office

Submitted by: /s/ E.S. Thompson Resident Engineer
E. S. Thompson

Approval Recommended: /s/ H. S. Coulter Asst. Division Engineer

Approval Recommended: /s/ G.L. Decker Asst. Construction Engineer or Bridge Engineer

Approved: /s/ L. H. Young Deputy State Highway Engineer, Office Engineer.

This order does not constitute authority to expend funds until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form E-208—SM

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date 9-12 By [illegible] Dist. Engineer
1966
U.S. Bureau of Public Roads

Project Name Lime - Malheur County Line Section Date July 28, 1966

Highway Old Oregon Trail Contract No. 6747

County Baker & Malheur Prefix 601-1060

Contractor Murphy Brothers, Inc. F. A. Project No. I-80N-7(18)341

Address 3812 E. Broadway, Spokane, Washington 99208 Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install temporary signing for stage construction.

Location by station numbers: Sta. 60 to 75+75.24

Estimate of quantities and cost:

Maximum equipment rates allowable as per A.G.C - State agreement.
Percentage allowed contractor is in accordance with executed contract for this job.

Material	$1,400.00
Labor	300.00
Equipment	150.00
	$1,850.00
+15%	277.50
Total	$2,127.50

The net contract cost effect of this work order is a contract cost increase of $2,127.50.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Payment for this work is a state obligation in accordance with the contract specifications.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$5,481,236.25
Present estimate of project cost, including $2,127.50 for work under this order	$5,454,288.77
Expected under-run amount	$ 26,947.48
Expected under-run per cent	0.49

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. S. Thompson, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ H. S. Coulter, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP-6301-734

Approved 9-12-66

RECEIVED
JUL 26 1966
FOR FILING

I-ac Y-7(17)241

6747

July 26, 1966

Acme Concrete Company
Box 27-M 302 Park Road
Spokane, Washington 99206

840.4

Gentlemen:

Re: Lime-Malheur County Line
Contract No. 6747

This will reply to your July 11 letter inquiring whether your contribution to the subject project will be considered as that of a material supplier.

Since this is a federal aid project, we must be guided by the Labor Compliance Manual as published by the U. S. Department of Commerce, Bureau of Public Roads. Based on similar cases reviewed therein, we question whether your status in this instance is parallel to your past work elsewhere as a material supplier. We understand you have not been operating in the vicinity of the subject project previously.

If, for all practical purposes, your plant is devoted nearly exclusively to the needs of the subject project, your operations are subject to the Davis-Bacon Act. Until such time as your firm can show proof of sales from the subject facility in sufficient quantity to nonfederal aid users you remain a sub-subcontractor. This does not affect the 50 percent limitation on subcontracting per project, as the concrete paving item is already subcontracted in its entirety to Acme-Vickrey.

Unfortunately, the precise percentage of outside work required for exemption from Davis-Bacon cannot be determined. We are advised only that it must be "substantial". A listing of geographical areas of your past operations as a material supplier and their duration would also be pertinent.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
A. F. Parson
E. S. Thompson

JAB:nh srb

cc: Murphy Brothers - 3812 E. Broadway, Spokane, Washington

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 22, 1966

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

SUBJECT: Lime-Malheur County Line Section
Ace Concrete Company
Aggregate Supplier
Contract 6747
Assignment 890 FBK

The Ace Concrete Company will be securing gravel from a private source and processing it for use as aggregate in the concrete paving which will be placed by an authorized subcontractor on this subject. The Ace Concrete Company has not been a material supplier in this area in the past and has moved a plant into this new location to produce aggregate.

We have studied pertinent sections of the Labor Compliance Manual and find some references to almost parallel situations. In one case the Solicitor of Labor held that a facility which was "for all practical purposes, designed exclusively, or nearly exclusively, to serve the needs of the Government construction project" was subject to the Davis-Bacon Act. In another place (D-202-1) it is stated "The test is, whether the operation was that of a true materialman open to the public, or whether the operation was set up exclusively to perform part of the work called for by the construction contract."

Two specific cases are described on page 263, print of which is attached, from which we conclude the dividing line at which a firm becomes a material supplier and not a subcontractor is when somewhere between 6% and 50% of output goes to non-interstate users. The critical question here then is what percentage of their total business at this location will the Ace Concrete Company be doing for other than the Interstate project. Attached is a rough draft letter to them accordingly.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

RECEIVED
JUL 22 1966
OFFICE OF
STATE HIGHWAY ENGINEER

JAB:rw

Attach.

D-201-3 Continued

D-201-3.2 It has also been held that where a satellite facility sells 50% of its output to non-Interstate buyers, the prevailing wage requirements will not be applicable. In this circumstance the supplier is considered to be expanding his supply business rather than undertaking to perform a part of the covered contract.

D-201-3.3 A supplier who sold 6% of the output from an off-site gravel pit to non-Interstate buyers has been held to be a subcontractor subject to the prevailing wage requirements.

D-201-4 Activity Serving More Than One Covered Project: Where several covered (prime) contracts collectively serve the interest of a major project and are so interrelated in time and geography as to constitute an inseparable part thereof, an activity set up or opened primarily to serve, simultaneously or in succession, the needs of any one or more of these contracts is deemed to constitute the work of a subcontractor.

D-201-4.1 This rule was held applicable in the following case:

(a) A State highway department awarded several contracts for the construction of segments of an Interstate highway. The contractors entered agreements with a concrete firm, whereby the firm was to supply the necessary concrete for use in the project work. The concrete firm established a portable batch plant between one and one-half to five miles from the project work, on land leased by the firm for one year. Access to the facility could be gained only by passing through the construction site, upon which "non trespassing" signs were posted. Over 99% of the concrete produced by the firm was used in the covered construction work. The Solicitor of Labor ruled that the concrete firm was a subcontractor and as such was governed by the prevailing wage requirements of section 113, title 23, United States Code.

Ready Mixed Concrete
Prestressed Concrete

Sand & Gravel
Crushed Rock

Ace Concrete Co.

Box 27 • N 302 PARK ROAD • SPOKANE, WASH., 99206
TELEPHONE WAlnut 6-6286

3762

July 11, 1966

JUL 15 66

Administrator
Department of Highways
Salem, Oregon

Gentlemen:

Our company is going to furnish the concrete paving aggregate for your highway project between Farewell Bend and Huntington, Oregon. Murphy Bros. have the prime contract. We are going to furnish the aggregate to Acme Concrete Co., a sub-contractor.

The pit is not a state designated pit but a private one that Acme Concrete Co. has arranged for. It has been approved by the State of Oregon Highway Department. Mr. Thompson, the resident engineer, raised the question of whether we were a sub-sub-contractor or a material supplier. We have always been a material supplier on our various aggregate jobs and we think we would like to be again.

We have also arranged for the sale of a quantity of sand and gravel to produce for the ready-mixed concrete firm from Weiser, Idaho.

Perhaps it would make no difference to our company which way we operate. Could you inform me on this? We plan to move our plant in about August 1st. I shall appreciate any advice and information that you may send.

Very truly yours,

ACE CONCRETE CO.

James H. Hunter

James H. Hunter
President

JHH:fh

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

Paase
Moralock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JUL 18 1966
CONSTRUCTION
DIVISION

RECEIVED
JUL 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 13 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 27 1966

FOR FILING
I-80N-7(18)341
6747

Form CO-121 (11-63) (Prep. by A.G. 800-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 15, 1966

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

NOTED
R. L PORTER

SUBJECT: Permanent Pavement Striping
SFO #8, I-80N-7(15)320 6729
Oxman - Bubbs Ranch Section
SFO #2, I-80N-7(18)341
Lime - Malheur County Line Section 6747

Mr. L. H. Young's letters dated June 22 and July 12 submitted State Force Orders for pavement striping on the subject projects.

We are returning the subject State Force Orders unapproved. If you wish to resubmit them, please include evidence that equivalent State Force seeding and mulching has been deleted from other specific Federal-aid Projects.

Enclosures

REFERRED TO
Young Wilson Co.
BY ASST. STATE HWY. ENGR.
7-19-66

BUY U.S. SAVINGS BO[illegible] [illegible]LY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 14 1966
FOR FILING
I 81.-7(18)341

July 12, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, Account No. 278 covering the painting of traffic lines throughout the project on the Lane - Malheur County Line Section of the Old Oregon Trail Highway in Baker and Malheur Counties, Contract No. 6747 in connection with Federal-Aid Project No. I-80N-7(18)341.

This work is necessary for the protection and guidance of the traveling public.

The contractor does not have the equipment or personnel to do this work. The State has trained personnel and specialized equipment to do the work more economically and expeditiously than by separate contract.

This work was tentatively approved by the BPR District Engineer July 5, 1966. Your approval as of that date, under the provisions of PPM 21-6.2, on actual cost basis, is requested.

The estimated amount of the order is $2,073.60 with Federal participation of $1,866.24.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:el

RECEIVED
MAY 19 1966

FORM E-30X— .OM—1-65 SP*18102-734

NOTED
R L PORTER

6747

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 13, 1966

To:

MEMO TO THE FILES

SUBJECT: Additional Excavation Work at Station 794
Lime-Malheur Co. Line Section

F B K MARCE
NOTED

Scott Coulter, Ass't. Division Engineer called this AM and relayed a Murphy Bros. Construction Co. request that they be allowed to remove an additional 150,000 - 175,000 cubic yards of excavation from solid rock cut on their Lime-Malheur Co. Line project at Sta. 794. This would allow them to start excavation of cut at the furthest point from the UPRR, the Idaho Transmission Line and existing highway and thus subsequent shots in rock could be directed away from the aforementioned traffic and utilities. The contractor would do this at his bid price of 0.43 cents per cubic yard. This material would be placed in highway embankment westerly from this area which location was within the project limits but in a part partial and part non-work area as shown on the plans. Embankment would probably back up to about Sta. 750. In this embankment area Sta. 750-790 a partial channel change will have to be made at Sta. 785 and a full channel change at Sta. 775 to allow embankment area and access for the excavation. Some clearing may be necessary. The contractor would place any necessary pipes at his bid price and haul would also be at his bid prices.

Coulter recommended that the work be done and stated they had talked to Brooks & Nichols, Bureau of Public Roads, and they concurred.

The request and recommendation appeared reasonable as an anticipated saving to the State appeared likely. I discussed the item with Decker, Bond and Juve and they agreed that it appeared the thing to do. Coulter requested an answer if possible by Friday. I called Brooks , Bureau of Public Roads, and he concurred that we had the Bureau's blessing to proceed. As Morgan and Klaboe were not expected to be available until

next Monday, the plan was discussed with Porter who advised it was satisfactory with him if the Bureau would concur.

Drainage was discussed with Morelock and Wills and they are sending a sketch of the planned pipes, etc. necessary in the embankment area to the Division Office in LaGrande.

The Division was notified that they should document the proposed work with a price agreement and that it would be approved, as per the conditions as outlined by Coulter.

John Walker
Ass't. Construction Engineer

JW:nh

cc: F. B. Klaboe
A. F. Parson

Form S-320—654

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional
APR 28 1966
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Lime-Malheur County Line Section Date May 3, 19 66

Highway Old Oregon Trail Highway Contract No. 6747

County Baker and Malheur Prefix 601-1060

Contractor Murphy Brothers, Inc. F. A. Project No. I-80N-7(18)341

Address 3812 E. Broadway, Spokane, Washington 99208 Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct a Specail Poured-in-Place Manhole

Location by station numbers:

"D" Line station 59 Rt. Benson Creek Interchange

Estimate of quantities and cost:

Maximum equipment rates allowable as per A.G.C.-State agreement.

Percentage allowed contractor is in accordance with executed contract for this job.

Material	= $	500.00
Equipment		200.00
Labor		600.00
		$1,300.00
+ 15%		195.00
		$1,495.00
Less one Concrete Manhole at $300.00		300.00
Net cost effect to contract:	+ $	1,195.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The contractor would not agree to maximum price that could be justified for Price Agreement. An error in plans shows this manhole at about one third the depth that is actually required.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 5481,236.25
Present estimate of project cost, including $1,495.00 for work under this order	$ 5481,236.25
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line for use of Salem Office

Submitted by: /s/ E. S. Thompson
E. S. Thompson Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ H. S. Coulter
Asst. Division Engineer

Approved /s/ L. H. Young
State Highway Engineer
Assistant State Highway Engineer
Office Engineer.

State Printing

Received 5-23-66

RECEIVED
MAR 17 1966
FORM E-30X—60M—1-66 SP°18102-734
FOR FILING
I-80N-7(18)341
6747

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1966

SUBJECT:

To:

Mr. A. F. Parson
Division Engineer
P.O. Box 850
La Grande, Oregon

Consent is given to the proposed sub-subcontract between W. T. Gregory Company and Empire Erection Company covering part of Items 34 and 35 on the Lime-Malheur County Line Contract No. 6747, Oregon I-80N-7(18)341.

One copy of the sub-subcontract is returned herewith.

F. D. Morgan
Construction Engineer

By

for E. A. Pease
Construction Office Engineer

EAP:nh

Enc.

cc: A. W. Parsons
File

Note: For your information only, as this is a sub-subcontract and has no bearing on the total amount subcontracted.

RECEIVED
JAN 7 • 1966
FOR FILING

I-80N-7(12)341
Co. Rd U'xing
6747

Lime - Malheur Co Line
Dec 31, 1965

PLAN	RAIL	DECK	BEAMS	END BENTS	MIDDLE BENTS	TOTAL
1	13,310	30,240	76,740	6,380 ①	19,770 ②	146,440
2	13,310	30,240	87,810	6,380 ①	19,770 ②	157,510
3	13,310	30,240	92,520 ③	5,680 ①	31,100 ④	172,850
4	13,310	30,240	99,510 ③	5,680 ①	34,640 ④	183,380
5	13,310	30,240	108,790 ⑤	8,720 ①	20,700 ②	181,760
6	13,310	29,910 ⑥	99,510	—	46,980 ⑦	189,710

① Bents 1 & 5
② Bents 2, 3 & 4
③ Includes abutment sidewalls.
④ Includes abutment wall of bents 2 & 4
⑤ Includes structural steel inclined legs
⑥ Includes fill & pavement in "U" abutments.
⑦ Includes sidewalls and abutment wall of U. abutments

NOTED
BEN EDWARDS

RECEIVED
DEC 13 1965
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO: 6747 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 9, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(18)341
Lime - Malheur County Line Section
Grading, Paving, Structures, and Signing

REFERRED TO
By Asst. State Hwy. Engr
12-13-65

As requested in Mr. Young's letter of December 3, 1965 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of November 10, 1965 in the award of contract no. 6747 to Murphy Bros., Inc., Spokane, Washington, low bidder in the amount of $4,818,210.00 at the November 2, 1965 bid opening.

RECEIVED
DEC 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 6 - 1965
FOR FILING
I-80N-7(18)341
6747

December 3, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of November 9, 1965, is requested in the award of contract for the Lime-Malheur County Line Section, Project No. I-80N-7(18)341.

The contractor receiving the award is Murphy Brothers, Inc., of Spokane, Washington, in the amount of $4,818,210.00 with the Contract No. 6747 assigned. This bid was received on November 2, 1965, and awarded November 10, 1965.

All rights of way or rights of entry have been assigned.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:mw

RECEIVED
NOV 23 1965

Form CO-121
(11-63)
(Prescribed by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

I 80N-7(16)327
16147

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 17, 1965

In reply refer to:08-35.4-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-7(16)327, Lime-Malheur County Line
El Paso Natural Gas Company Utility Adjustment

Mr. Litchfield's October 21 letter requested our approval of a change in the scope of the work contemplated under our August 18 authorization for the subject utility with regards to the Oregon Portland Cement Company portion of the work.

The elimination of the work items necessary to provide continuous service to the Cement Company and payment of the actual cost due to damages to the Cement Company as outlined in the aforementioned letter appears satisfactory and is approved. Furthermore there appears no objection to making payment direct to the consumer in this particular case.

REFERRED TO
Young - Litchfield
BY ASST. STATE HWY. ENGR.
11-23-65

RECEIVED
NOV 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 13 1966
FOR FILING

I-80N-7(18)341

6747

November 10, 1965

Murphy Brothers, Inc.
1612 East Broadway
Spokane, Washington 99202

Gentlemen:

The State Highway Commission on November 4 accepted your proposal for grading, paving, structure, and signing on the Lime-Malheur County Line Section of the Old Oregon Trail in Baker and Malheur Counties for the sum of $4,818,212.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6747.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jm
cc Pac. Bldr. & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Oreg.
Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
DEC 2 - 1965
FOR FILING

I-80N-7 (18) 341

6747

November 10, 1965

MISC. CONTRACTS and AGREEMENTS No. 2928

Agenda Item
45
11-4-65

Baker County Court
Courthouse
Baker, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of a Throughway Agreement covering Lime-Malheur County Line Section on the Old Oregon Trail, Hwy. #6 (I-80N) in Baker County.

A fully executed copy of the Throughway Agreement has been retained for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
NOV 3 - 1965
FOR FILING

I 80N-7(18) 341
C747

November 2, 1965

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the November 4 meeting will be an agreement between the State and Baker County covering construction to freeway standards on the Lime-Malheur County Line Section of the Old Oregon Trail (I-80N).

The State is to supervise and construct said project and maintain the freeway and its interchanges upon completion of same.

The County, upon completion of the project, will at its sole expense assume maintenance, jurisdiction, and control over those portions of county roads reconstructed as part of the project.

Bids were received on this project at the November 2, 1965, bid letting and proposed completion date is set for June 30, 1967.

Your approval is recommended and authorization for the Secretary to sign is requested.

Very truly yours,

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
H. S. Cox
A. F. Parson

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

DNH:mm bg

FORM E-125X 90M 12-63

RECEIVED
OCT 20 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID W. [illegible]
PORTLAND

I 80N-7(18)341

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 19, 1965

Baker County Court
Courthouse
Baker, Oregon

Attention: Honorable Lloyd Rea, Judge

Gentlemen:

Herewith are three copies of a throughway agreement and a set of construction plans for the Lime-Malheur County Line Section of the Old Oregon Trail (I-80N) in Baker County.

Please consider the contents of the agreement, and if you approve, sign two copies, have the clerk attest and seal them, and return both signed copies to this office. Retain the extra copy for your files.

After certification by the Highway Commission secretary, a fully executed copy will be returned to you for your records.

Please note that the contents of the agreement basically cover the by-pass of the City of Huntington and provide for an interchange on either end, further the reconstruction of existing county roads in the vicinity to provide for free and safe flow of traffic.

We trust the agreement will meet with your approval. If we can be of further assistance in this matter, please let us know. The project is on the November 2 bid letting, therefore, your earliest consideration prior to that time would be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

H S Cox

H. S. Cox
County and City Engineer

DNH:eb
Encl.

bc: F. B. Klaboe
F. D. Morgan
A. F. Parson (attachment)

RECEIVED
OCT 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 20 1965
COMMISSIONERS
FOR FILING
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

copy sent 10-19-65

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 12, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Supplemental Right of Way Status Report
For November 2, 1965 Contract Letting

Dear Sir:

9. LIME-MALHEUR COUNTY LINE SECTION: Grading, Paving, Structures, Signing and Truck Scale Site.

Our October 7, 1965 Status Report indicated Idaho Power Company was in the process of relocating their facilities on this section. This is not the case. They are preparing their estimate and sketch and expect to submit it to the State within the next week. This work is mostly reimbursable and it is estimated that State's share will be $45,000 for relocation and $250 for additional right of way. This work should be completed by December 31, 1965.

Pacific Northwest Bell Telephone Company's facilities are contacted on a power pole located on public road right of way and will be adjusted in conjunction with the power company at no cost to the State.

Attached you will find two copies each of our Staff Attorney's letters to each of the above-mentioned utilities.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

Attach.
FDF:fp
cc F. B. Kisboe
C. H. Maison
D. H. Mombring
L. H. Young

RECEIVED
OCT 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 20 1965

FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 11, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-7(18)341
Lime-Malheur Co. Line Section
Grading, Paving, Structures and Signing

P. S. & E. documents for the subject project are hereby conditionally approved with the understanding that you will make any further changes found to be necessary on completion of our review. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way and control of access rights have been acquired or rights of entry obtained, with relocation advisory assistance provided as indicated in Mr. Oakes' and Mr. Litchfield's October 7, 1965 reports with the following exceptions:

File No. 35853 - Gay
" " 35852 - Speropulos
" " 36901 - Hopkins
Access rights: - Salt Lake Pipe Line
El Paso Natural Gas Company
Idaho Power Company
Pacific Northwest Bell Company

We understand that condemnation suits have been filed or resolutions for condemnation amended on November 8 with the expectation that the above three parcels will be made available for the contractor's occupancy and use prior to your requesting our concurrence in award.

You were authorized to proceed with the Salt Lake Pipe Line and El Paso Natural Gas Company adjustments under Project I-80N-7(16)327. Plans and estimate for the two other utilities including X permits for these companies and the El Paso Natural Gas Company must be submitted prior to our concurrence in award. Such action will not obviate the necessity for the certification required by subparagraph 10e(2) of PPM 21-6.3 regarding utility adjustment coordination. Furthermore, we must insist that Article 7-26 of your special provisions be modified by an appropriate revision letter to the contractors to be consistent with such certification and avoid any

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

possibility of increased bids.

We have approved the plans with the understanding that the county road undercrossing structure near Huntington (Bridge 9125) and slope paving under the "CO" line overcrossing will be deleted due to the reasons outlined in our October 8, 1965 memorandum on this project.

The pavement type selection for the project is accepted on the basis of documentation attached to your September 7, 1965 "Project Base Design" sheet justifying the use of continuously reinforced concrete. Our acceptance in this instance should not be construed as establishing a precedent for other sections if further review of the economic analysis should indicate modification of some of the factors utilized therein will be necessary.

You are authorized to proceed with contractor's flagging estimate at $4,000. Further action will be necessary to establish eligibility of the slide removal item, should such work become necessary.

You are to be commended for development of your "Reference Index" and its utilization on this project. This consolidated index certainly will reduce our review time and it is conceivable that many other users will note a similar saving in time.

Mr. Young's October 7, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest. Nonconcurrence by other appropriate public recreational or historical resources authorities has not been received. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

RECEIVED
OCT 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1 2 1965
FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 8, 1965

In reply refer to: 08-35.6

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

REFERRED TO
Elvo - Young - Bernhardt
By Asst. State Hwy. Engr. Morgan

SUBJECT: Oregon Project I-80N-7(18)341
Lime-Malheur County Line Section

We have reviewed the plans for this project and find them generally satisfactory except for the layout of the County Road Undercrossing near Huntington (Bridge 9125), which is considered unacceptable for the following reasons:

This structure crosses the freeway on a 32° skew which along with the 100' median results in an unusually long structure for a 2-span layout. The cost of the structure is very high due to the length of spans and the large abutments used to prevent even longer spans. We estimate that the proposed layout will cost approximately 30% more than the conventional 4-span layout with small stub abutments at the top of the slopes. This increase is considered excessive and is much more than our Washington office anticipated when they recommended the use of 2-span crossings over the Interstate as per Circular Memorandum dated November 29, 1963 and March 8, 1965.

With reference to Mr. Edwards' letter of September 30, 1965, we approve of your proposed substitution of twin bridges over Baker County Road in lieu of the 16'x16' box culvert at Station 406+ subject to the deletion of the slope paving item at the bridge ends.

To avoid last minute disapprovals of your plans such as in this case, we request that you furnish us preliminary plans whenever your proposed construction contains unusual features or results in large percentage increases in cost over your past normal practice. While we feel that some increase in cost can be justified to obtain improved safety and aesthetics, we would like the opportunity to review your plans in an early stage when such items do result in significant cost increases. In particular, we have in mind some of the freeway treatment proposed in the Portland area.

RECEIVED
OCT 1 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 1 - 1965
FOR FILING
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777

September 30, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

I am this date approving plans for a box culvert on the Lime--Malheur County Line Section of Interstate 80N. I do so under protest. I have been informed by our people that this is all that can be justified by the traffic.

I wish to point out that this is a county road carrying two-way traffic. The box culvet has a 16 x 16-foot square opening. The approach at the southerly end is through a 102-foot radius with a full 90° of angle. This is further complicated by an intersection of a private road less than 30 feet from the end of the wing walls. The approach at the northerly end is through a curve of 187-foot radius and is further involved by an intersection of a road coming in at right angles 50 feet from the end of the wing walls.

There have been many utterances by the Bureau of Public Roads in the last two years concerning traffic safety. I must admit that the traffic on the roads in question will be extremely low. However, I do not believe that the construction of such a perilous crossing as this can be condoned and I would respectfully request that we be permitted to substitute for the box a pair of three-span bridges having a total length of 120 feet each.

The estimated cost of the box culvert is $65,000. The estimated cost of the two bridges is $105,000.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
L. H. Young
F. D. Morgan
Ivan Merchant

TE:jwa

RECEIVED
OCT 1 - 1965
FOR PUBLIC ROADS

I-BSN-7(18)341

OREGON PORTLAND CEMENT COMPANY

INCORPORATED 1915
111 S.E. MADISON
PORTLAND, OREGON
97214

Routing: Dahlen, Bond, Dalbec, Walker, Olson, Swan; Peasley, Moreland, Troop, Scott, White, Underhill, Olson

RECEIVED
SEP 1 1965
CONSTRUCTION
DIVISION

September 23, 1965

State Highway Department
State of Oregon
Salem, Oregon 97310

Attention: Mr. Phil G. Preston

Re: Relocation of 22-inch Gas Transmission Line -- Lime-Malheur County Line Section Old Oregon Trail Highway, Baker County
Project No. ~~I-80N-7(16)327~~

Gentlemen:

Enclosed please find the signed carbon copy of your letter of September 21, 1965, re the above subject.

In your letter you ask for a detailed estimate of the anticipated cost we intend to charge the State in connection with the interruption of the gas supply while relocating the 22" gas line.

The writer has on several occasions explained to representatives of the Highway Department that our damage depends very much upon the duration of the curtailment of the gas supply and, therefore, it is impossible to submit any detailed estimate of the anticipated cost at the present time.

To give the State an idea of the damage and the cost that can be expected, please use the following example:

It is our experience that a shutdown of a kiln for a duration of approximately twelve hours will reduce the lifetime of the brick lining of the kiln approximately 25%. With shorter or longer shutdown periods the reduction of the lifetime of the bricks is of course proportionately smaller or greater. Bricking of the two kilns in operation at present cost an average of $16,000 and the damage in a shutdown of twelve hours would, therefore, be:

Damage to kiln lining	$4,000
Preheating of kilns	$ 800

RECEIVED
SEP 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E.B. KLABOE

cc AW Parsons
FB Klaboe
DH Mechling
HF Parson
ITA Chatwood
[illegible]

State Highway Department

September 23, 1965

In addition to the above charges there may be some minor charges in connection with the shutdown and startup of the kiln but if so, it probably will be just a few hundred dollars.

We hope that the above information is sufficient for the time being but if not, we will be happy to send you any other information you may wish.

Very truly yours,

OREGON PORTLAND CEMENT COMPANY

Erik Voldbaek
Vice President - Operations

EV:pk
Enclosure

FORM S-123X COM 2-65
RECEIVED
FEB 23 1965
FOR FILING
I-80N-7(18) 341
C 74

COMMISSIONERS
ELLIS G. BOOTHBY, CHAIRMAN
NEWPORT
KENNETH N. FRIDLEY, MEMBER
WASCO
DEVOR SCHROEDER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 21, 1965

NOTED
F. B. KLABOE

Oregon Portland Cement Company
1111 S. E. Madison Street
Portland, Oregon

ATTENTION: Mr. Erik Voldbech

RE: Relocation of 22-inch Gas
Transmission Line
Lime-Malheur County Line Section
Old Oregon Trail Highway
Baker County
Project No. ~~I-80N-7(16)327~~

Gentlemen:

Due to the relocation of the 22-inch gas transmission line owned by the El Paso Natural Gas Company on the subject project, an interruption of service to your plant at Lime will occur if some provision is not made for continued service during the cut-over to the new line.

The gas company has for this reason included in their estimate of cost to the State for the relocation a contingency item in the amount of $15,105. This would involve the use of a stopple and related equipment to maintain continuous service to the cement plant.

However, our representatives have been in contact with your company, and we have been informed that the supply of gas to your company can be interrupted, which would result in charges to the State a sum considerably less than the above-stated $15,105. In this event, your company would be reimbursed for your actual cost resulting from interruption of gas supply excluding lost time of the workmen. It is also our understanding that if necessary the plant could operate for as long as 8 days on a standby fuel supply.

It is therefore agreed that the State will reimburse the Oregon Portland Cement Company for their actual cost resulting from the interruption of its gas supply up to the sum of $15,105. It is further agreed that if it becomes necessary to switch to a standby fuel supply, there will be no additional charge to the State for this service.

If this is satisfactory to you, please sign in the space provided below and return a carbon copy to this office. We also need a detailed estimate of the anticipated cost you intend to charge to the State.

Very truly yours,

F. D. Morgan
Construction Engineer

By

Phil G. Preston
for T. W. Litchfield
Utilities Liaison Engineer

APPROVED: _____

For Oregon Portland Cement Company.

TWL:fp

cc: A. W. Parsons
F. B. Klaboe
D. H. Moehring
A. F. Parson
K. A. Chatwood
J. W. Valentine

RECEIVED
SEP 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 23 1965
I-NN-9(18)341
6747

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9, 1965

SUBJECT: Lime - Malheur County Line
Old Oregon Trail (FA 1)
Baker County

To: F. D. Morgan
Construction Engineer
O F F I C E

Attention: G. L. Decker

NOTED
F. B. KLABOE

Attached is a "Revised Project Base Design" for the subject section. The revision is necessary due to changes in testing procedures, traffic calculations, and method of determining surfacing thickness requirements.

Portland Concrete Cement Pavement was not considered at the time the original base design was approved due to apparent lack of material that would produce suitable fines. More extensive prospecting has revealed several sources that will produce specification material, thus allowing a cost comparison to be made.

F. W. Yarbrough
Staff Assistant

C. J. Gregg
Asst. Section Supervisor

RECEIVED
SEP 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

CJG:hs

RECEIVED
SEP 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
REVISED PROJECT BASE DESIGN

Section LINE - MALHEUR COUNTY LINE Highway OLD OREGON TRAIL (IV. 1) County BAKER Prefix 1-1/43

Res. Engr. P. F. Barnett Approx. Length 7.93 Miles. Sta. 798+47± thru eq. to Sta. 75+75.24± Date 9-7-65

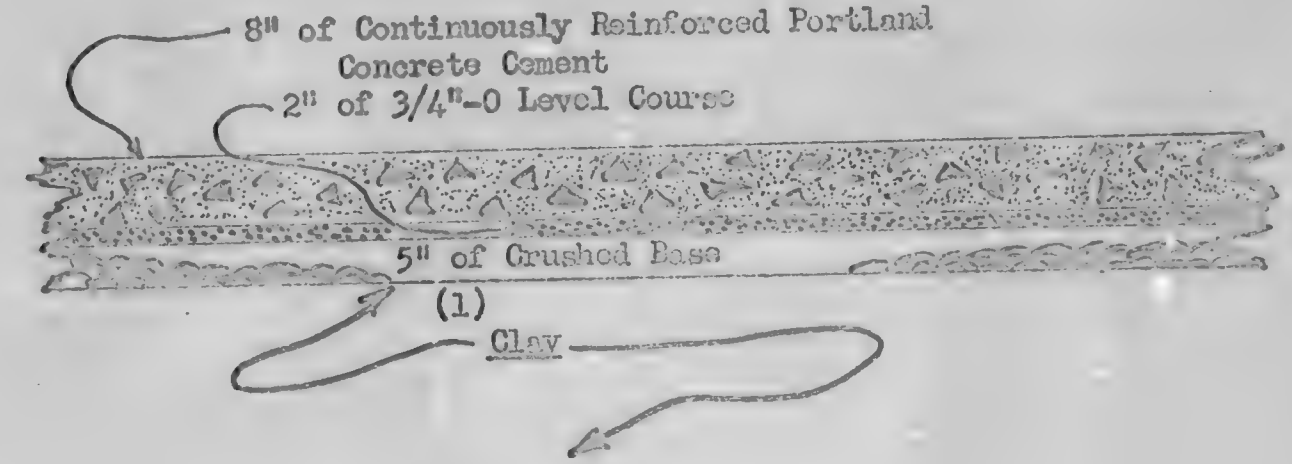
Truck A.D.T. 325 Traffic Coefficient 9.3 18 kip s.a. per day 227.6

Annual Precipitation 11"± Frost Penetration 30"±

(1)
Typical Soil
67 LL
35 PI
99 %P 10
94 %P200
0 %Gravel
1 %C Sand
4 %F Sand
40 %Silt
54 %Clay
16 "R" Value (Corrected)

AASHO CLASSIFICATION:
A-7-5 (20)

MATERIAL SOURCES:
M.P. 386.46
State Q 1R-5-1030
(Farewell Bend)



	CBE Total Req.	Credit	Actual Thick.	
			8	C.R. P.C.C.
			2	Level
			5	Cr. Base
			15	

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by _____ Staff Assistant

Recommended by _____ Engineer of Materials

Recommended by _____ Construction Engineer

Approved by _____ Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section LIME - MALHEUR COUNTY LINE Highway "OTHER ROADS" County _____ Prefix _____

Res. Engr. _____ Approx. Length _____ Miles. Sta._____ to Sta._____ Date _____

Truck A.D.T. See below Traffic Coefficient _____ 18 kip s.a. per day _____.

Annual Precipitation _____ Frost Penetration _____.

(1)
Typical Soil
LL
PI
%P 10
%P200
%Gravel
%C Sand
%F Sand
%Silt
%Clay
"R" Value
(Corrected)

AASHO CLASSIFICATION:

MATERIAL SOURCES:

Truck ADT	Wearing Surface	Level	Crushed Base	CBE Total Req.	Credit	Actual Thick.
30 - 90	3½" A.C.	2"	13½"	22½"		19"
8 - 30	3" A.C.	2"	11½"	19½"		16½
1 - 8 & Cars Only	2" A.C. or 2" 3/4"-0 W.S	2"	11" 13"			*15"

Should substitutions be made see table below.

* 1/2 the depth of frost penetration.

Values assigned various components of the roadway structure are as follows:

1" Asphaltic Concrete	=	2" Crushed Base
1" Oil	=	1" Crushed Base
1" Stone Subbase (In addition to Standard Provisions, 8% maximum P#200 sieve)	=	0.8" Crushed Base

SECTION: LIME - MALHEUR CO. LINE

HIGHWAY: OLD OREGON TRAIL # 6

COUNTY: BAKER

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 1950 (Total)

B. Future ADT 3950 (Total)

C. Mean ADT 2950 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 22 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= 11 x (C) 2950 = 325

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (C) 325 x (H) 100% = 325

TRAFFIC COEFFICIENT = $K (I)^{0.119}$

where K = 4.669

= 9.3

SECTION: LIME - MALHEUR CO. LINE

HIGHWAY: OLD OREGON TRAIL # 6

COUNTY: BAKER

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good _____ Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See attached sheet

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

See attached sheet

Lime - Malheur Co. Line
Old Oregon Trail (FA 1)
Baker County

Two surfacing thickness designs were considered for this project. Present Worth Costs (P.W.C.) were computed for each and are shown below. 1964 Average Bid Prices were used for computations.

8.0" Continuously Reinforced Portland Concrete Cement
2.0" Level Course
5.0" Crushed Base

P.W.C. -- $ 243,371.60 per 4 lane divided mile

5.5" Asphaltic Concrete (Stage Construction)
3.0" Plant Mix Bituminous Base
13.5" Crushed Base

P.W.C. -- $ 245,146.02 per 4 lane divided mile

The design using C.R.P.C.C. is recommended from an economic stand point.

Materials available from the Farewell Bend area (M.P. 386.46±) are adaptable to the production of crushed fines for P.C.C. $0.10 per sq. yd. for crushing fines has been included in the P.W.C. for C.R.P.C.C.

U-318(10) Vista Ridge East Bound Tunnel 1965
Sec., Sunset Hwy. in Portland
#6748 Folder # 2

Lab eHD

#6748

B

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
July 17, 1975

FILE:

FROM: John C. Jenkins
Engineer of Materials

SUBJECT: Carbon Monoxide Equipment in the Vista Ridge Tunnel

TO: Mr. H. S. Coulter
Asst. State Highway Engineer

We are still considering the salvage and use of carbon monoxide equipment which is currently in the Vista Ridge Tunnel but is no longer being used to analyze the air in the tunnel.

The equipment consists of two 3-channel carbon monoxide analyzers and six recorders.

The Materials Section would like to use at least 3 of the recorders for temperature recording in the Polymer concrete project and other general recording of temperature, current or voltage through a proper interface, on-off events such as running times of tests, etc. The carbon monoxide apparatus would be modified so as to analyze the combustion products of carbon in steel and thereby perform a part of the analysis of steel. The remainder of this analysis is performed on the atomic absorption equipment.

The salvageability of the electronic circuits is dependent on the degree of deterioration with time and the environment in the tunnel. At best there could be but minor need for repair; the worst condition would require complete rebuilding at the cost of several thousand dollars. This has been discussed with Arlo Bones of Bob Judson's shop.

We request authorization to remove all of the equipment from the tunnel; bring it to Salem for examination. Half of it then might be rebuilt for the Environmental Section if the cost was not excessive. The other half we would like to have turned over to the Materials Section for use in the laboratory.

Approved 2-28-75
Asst. State Hwy. Engr.

JCJ:gs

cc: R. Schroeder
D. Moehring
G. Potter
E. Hardt

7-22-75
Hold for more info. from Jenkins.

RECEIVED
JUL 18 1975
Office of
Assistant State Highway Engineer

#6748

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Region 1 - Milwaukie

June 11, 1974

FROM: M. W. Stovall
Regional Maintenance Engineer

TO: R. L. Schroeder
Asst. State Highway Engineer

SUBJECT: Mrs. Hilda Baar

Plantings
Vista Ridge Tunnel
Sunset Highway

In your last correspondence with Mrs. Hilda Baar, dated January 22, 1974, copy attached, you advised that we had secured approval to plant trees near the east entrance to the Vista Ridge Tunnel.

This planting was completed May 31, 1974.

MWS/b
att
cc: W. W. Gaibel

Copy to Potter
6-13-74

NOTED
R. L. SCHROEDER

RECEIVED
JUN 12 1974
Office of
Assistant State Highway Engineer

73.39

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 22, 1974

Mrs. Hilda Baar
1553 Southwest Upper Hall Street
Portland, Oregon 97201

Dear Mrs. Baar:

I am pleased to advise you of new developments associated with the Vista Ridge Tunnel.

Since my last correspondence with you, we have been able to secure approval to plant trees near the east entrance of the tunnel. The project will not take long to accomplish, and we feel this spring would be the appropriate time to plant. We hope this will alleviate some of your concern.

I appreciate your continued patience and understanding of the problems involved.

Very truly yours,

ORIGINAL SIGNED
R. L. SCHROEDER

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
G. A. Potter
W. L. Barrie
L. W. Rulien

NA:ss: ajw

1-24-74 1-24
cc H. Woodcock
Plz forward
Pat Jacobsen

RE RME RCE UE TE
JAN 24 1974
REGION 1
UE RSM RSC SO RBI

6748

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

April 17, 1974

SUBJECT: HILDA BAAR FILE

To: RUSS GRAHAM
Management Services

From: TED INLOES
Metropolitan Office Engineer

In response to note from Mr. Bothman indicating you requested additional correspondence concerning Vista Ridge Tunnel lawsuit regarding the Mrs. Hilda Baar suit.

I have dug into the Resident Engineer's and Metro's files on Contract 6748 and may have found some letters which you may not have. Please find letters enclosed (some of them I am quite sure you already have); I sincerely hope that the letters you are seeking are among them.

If I can be of further help, please let me know.

Jack Sollis in the Legal Section might also be of help to you in this matter.

ar

Enclosures

March 6, 1968

Mrs. Hilda Baar
1593 S. W. Upper Hall St.
Portland, Oregon 97201

Re: Blasting Complaints
Vista Ridge Tunnel

Dear Mrs. Baar:

This is to acknowledge receipt of your letter of March 4, 1968, including enclosure.

In response to the question in your second paragraph, your attorney, Mr. Cookingham sent us a copy of his letter dated September 17, 1967, and it is in our files.

A. E. Johnson
Metropolitan Engineer

By:

NOTED

A. V. Benedict
Assistant Metropolitan Engineer

AVB:rb

bcc: Merchant w/ attachments
F. D. Morgan w/ attachments

NOTED

NOTED
JON ROSE

1533 S. W. UPPER HALL STREET
PORTLAND, OREGON 97201

Portland, March 4. 1968.

State Highway Department
5821 N.E. Glisan
Portland, Oregon 97213.

Dear Mr. Benedict:

I received your 2 letters, dated February 27. and February 29. 1968. In the latter one you after all acknowledged receipt of my letter with enclosures, dated September 30. 1967.

On September 18. 1967 my attorney, Mr. Prescott W. Cookingham, wrote a letter in my behalf to the Drake Construction Company and forwarded a copy of this letter also to the State Highway Department, Metropolitan Engineers Office. Mr. Cookingham did not receive acknowledgement of this letter either. Did you receive this letter, or shall I forward a copy of this letter to your Department?

I read in the paper that Drake-Winston is your contractor for the westbound tunnel also, and this was one of the reasons that I postponed action on my claim. Who the insurer on this part of the work will be, is perfectly immaterial to me, because legally responsible to me is the party or parties, who caused all the damages; in this case the contractor and the agency, who picked the site and authorized the work.

I am very glad to hear that the Argonaut insurance Company is responsible to hold the State harmless against any claims arising out of the contract, otherwise it would be the tax payer's money, to satisfy the claims together with Drake-Winston.

I indeed forgot in my last letter to you to enclose a copy of my letter to the Drake-Winston Joint Ventures, dated February 19. 1968, all the carbon copies made were still with my file, and I render that copy with my present communication. This incident proves that I have by far not yet recovered from my recent illness, caused by all the dynamiting, damages, and last not least, by the actions of all parties involved, especially your insurance carrier. I am under tranquillizers all the time, and forgetting to enclose a copy that should be enclosed, is not at all my habit. One of the other reasons that I have delayed action on my claim at this time, is the fact that I have not yet recovered enough.

You may be sure that I will persue my claims, but at a time, suitable to me. It may be interesting to you to hear that anybody has contacted me as yet to inspect the new damages.

Will you please acknowledge receipt of this letter.

Very truly yours

Copy: Letter to Drake-Winston,
dated February 19.1968

Hilda B. Baar.

Copy.

Portland, February 19. 1968.

Drake Winston Joint Ventures
P.O.B. 791
Portland, Oregon 97207.

Attention Mr. Wm. H. Meyer.

Gentlemen:

This is to inform you of new damages my house has suffered due to the damaged foundation of my house, in consequence of the dynamiting of the tunnel.

The floor of my kitchen has sagged on one side to such an extend that the stove had to be propped up with 6 thicknesses (more than an inch) of havy vinal floor-covering by A.C. Stevens, Electric Appliance Repair Co. on December 7. 1967. This situation devel ped over a period of almost one year. Also through the sagging of the floor, the kitchen is showing cracks all over that never have been there before during the 25 years I own the house. This sagging of the floor is in the same location, where the sagging has been reported previously under the buffet in the dining room. All this and other damages have happened without further dynamiting, only through the already damaged foundation.

Later in December, during and after the rain, the furnace-pit again was filled with water that over-flowed into the garage, to a very large extend, the same and more as it did last year. The water this year must also have come in under the cement floor of the garage, for this cement floor is now cracked up all over. This happened after the first snow-fall, followed by rain.

After the second snow-fall, followed by moderate rain at the end of January, the furnace-pit was again filled with water that overflowed the garage as usually from under the little staircase, that showed already last year some rot from the water, running into the garage underneath, and is now very much rotted on one side.

Also the west-wall, that is the opposit wall of the one water-proofed last year, is now very wet, with water running in from behind the wood and other articles piled up against it. There was no Wak there last year, and that wall too will have to be water-proofed.

Today, after only 2 days of intermitted rain yesterday and Saturday, the water in the furnace-pit is inches high, and the garage flooded.

You are of course entitled to examine those damages. I only want to point out, that I am not going to make any more repairs out of my own pocket, because I can't efford it, even if the house is going to have many more damages through your neglect, to take care of them.

Very truly yours

Hilda B. Rau

...ISSIONERS
... JACKSON, CHAIRMAN
... PRESIDENT, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisan
Portland 97213

February 29, 1968

Mrs. Hilda B. Baar
1553 S. W. Upper Hall Street
Portland, Oregon 97201

RESIDENT BRIDGE ENGR.
RECEIVED
FEB 29 1968
WILLIAM E. IKOLA

Dear Mrs. Baar:

In my letter of February 27 to you, I find that I was in error in stating that I had not received your September 30, 1967 letter and enclosures. I find we do have those letters, and receipt is hereby acknowledged.

Very truly yours,

A. E. Johnson
Metropolitan Engineer

By
ORIGINAL SIGNED BY A. V. BENEDICT

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sa

bcc Ivan D. Merchant
William Ikola

FORM E-301—50M—7-66 SP*25811.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
February 27, 1968

To: Mr. Ivan D. Merchant
Bridge Engineer
State Highway Building
Salem, Oregon 97310

SUBJECT: Vista Ridge Eastbound Tunnel
Sunset Highway
Contract: 6748

RESIDENT BRIDGE ENGR.
RECEIVED
FEB 28 1968
WILLIAM E. IKOLA

Attached is a copy of the latest letter received from Hilda Baar bearing on her claim for blasting damage, together with a copy of my reply.

Contract 6748 has been completed and the semi-final estimate is now in the Division Office. Presumably, we will soon make final payment to Drake-Winston for work under this contract. A number of claims of blasting damage have been made, but so far as we know, none have been satisfactorily disposed of. The questioned raised is what should be done now.

For your convenience, I am attaching a copy of our file containing all correspondence related to complaints which has come to our attention. The contractor, I believe, has some additional. This file covers both the Pilot Tunnel contract and the Eastbound Tunnel. A blank sheet separates the two. The Eastbound Tunnel contract was awarded on November 18, 1965.

A. E. Johnson
Metropolitan Engineer

By

ORIGINAL SIGNED BY A. V. BENEDICT

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh

Enclosures

cc William Ikola

COMMISSIONERS
JOHN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N. E. Glisar
Portland 97213

February 27, 1968

Mrs. Hilda B. Baar
1553 S. W. Upper Hall Street
Portland, Oregon 97201

re: Blasting Damage
Vista Ridge Tunnels

Dear Mrs. Baar:

This is to acknowledge receipt of your letter dated February 20, 1968 referring to an enclosure which was not included with the letter. We did not receive a copy of your letter to Drake-Winston Joint Venturers dated February 19, 1968.

This office has no record, nor do I have any recollection, of receiving a letter from you dated September 30, nor the copy of a letter from Argonaut Insurance Company and your answer thereto.

As insurer for the contractor on the Vista Ridge Eastbound Tunnel, Argonaut Insurance Company is required to hold the State harmless against any claims arising out of that contract. Drake-Winston is our contractor for the westbound tunnel also, and it is my understanding that Argonaut will be the insurer.

Very truly yours,

A. E. Johnson
Metropolitan Engineer

By

ORIGINAL SIGNED BY A. V. BENEDICT

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh

bcc Ivan D. Merchant
William Ikola

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
October 3, 1967

SUBJECT: Blasting Complaints
Vista Ridge Tunnel
Contract: 6748

To: Mr. R. L. Porter
Deputy State Highway Engineer
State Highway Building
Salem, Oregon 97310

RESIDENT BRIDGE ENGR.
RECEIVED
OCT 6 - 1967
WILLIAM E. IKOLA

In response to your request, I asked the tunnel contractor for a list of the people who had complained of blasting damage. The contractor appeared very reluctant to furnish the list. Mr. Mayer phoned me to ask the purpose of the list, then agreed to furnish it. The list reached my desk today and I am forwarding a copy to you and to Mr. Morgan. I am also sending along a copy of a letter received from Mrs. Hilda Bear. She has written several previous letters.

Check marks on the contractor's list indicate individuals who have also complained to us. These complaints were then referred to the contractor.

I realize this information probably comes too late to serve your original purpose, but thought you would want the information for record anyway.

A. E. Johnson
Metropolitan Engineer

By
ORIGINAL SIGNED BY A. V. BENEDICT

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh

Enclosures

cc F. D. Morgan (Enc)
William Ikola (Enc)

1583 S. W. UPPER HALL STREET
PORTLAND, OREGON 97201

Portland, September 30. 1967.

State Highway Department
5821 N.E. Glisan
Portland, Oregon 97213.

Dear Mr. Benedict:

I like to bring to your attention the dicision the Argonaut Insurance Company made in regard to my claim in connection with the dynamiting of the tunnel.

I am enclosing a copy, I made myself of the letter, as well as the answer I forwarded to the Insurance Company, the State Highway Commission approved at as a relyable Insurance Carrier for the highway project.

Very Sincerely

yours

Hilda B. Baer

Hilda B. Baer.

1553 S. W. UPPER HALL STREET
PORTLAND, OREGON 97201

Portland, September 29. 1967.

Argonaut Insurance Companies
514 S.W. 6th Ave.
Portland, Oregon.

Gentlemen:

I was very surprised to receive yesterday your letter dated September 26. 1967, after my letter directed to the Donald M. Drake Comp. was forwarded to you August 22. 1967.

In this letter I explicitely pointed out that I do not want any dealings with your Company, for I do not have a claim against you. Your Company is not my insurance carrier and never will be. Your representative, Mr. Pederson, who saw my house before any damage was visible, had repeatedly assured me, as well as other people who had damages, that his Company will pay for all damages upon completion of the tunnel, but has later distorted or denied almost everything he saw or said, and therefore I declined to have any further dealings with your Company. Why you wrote the above mentioned letter to me, I do not know, inasmuch, as my attorney, Mr. P.W.Cookingham, made it clear in paragraph 6 of his letter to the Donald M. Drake Company that your Company should get in touch with him directly to discuss the matter. It is costumary that if a party has engaged an attorney in a case, that all dealings thereafter go through his office, especially when I have declined to deal with your Company. Will you please therefore direct any and all communications in writing through Mr. Cookingham, for I might not even be at home to receive my mail.

I might be in the Hospital, for the whole matter has made me very ill, or I might be obligated to live somewhere else, when my house becomes un-inhabitable, if the furnace stands again in water when the rainy season starts.

You mentioned in your letter the movement of the Vista Ridge Hillside as the cause of the settlement of my house and the subsequent damages. My house is about 33 years old, and had never water in my basement or all the other damages I am having now. My property started to get damaged as soon as the dynamiting started, respectively when the blats became stronger or through the continuation of the blasts. I noticed some of the damages one day after strong blasts, sometimes minutes or seconds later, as indicated in my day to day account of the dynamiting.

The dynamiting seems to have multiplied the danger of the movements of the Vista Ridge Hillside, if those movements really existed, and therefore the highway and the tunnel never should have been located in this area. The responsibility for that mistake rests with the State Highway Commission and the contractor, who should have examined the hillside, before they agreed to build the highway and tunnel there. You have insured the contracting Company, and nobody forced you to write this Insurance Policy. I had no say in the matter where the highway and tunnel was to be built.

1563 S. W. UPPER HALL STREET
PORTLAND, OREGON 97201

I consider it very naive on your part to quote half a sentence out of context from the letter from the Teller Construction Company, and if I have a claim or not against the Donald M. Drake Company or the Drake-Winston Joint Ventures; this will be decided upon by a jury and not by you.

I reserve for myself the right to add any amount to my claim, if further damage occurs, either to my property or my health.

Any further letter from your Company addressed to me will remain un-answered and considered as non-existent.

Very truly yours

Hilda B. Baar.

Copies to:
Drake-Winston Joint Ventures
State Highway Department
Mr. Prescott W. Cookingham

ARGONAUT INSURANCE COMPANIES

514 Southwest Sixth Avenue • Portland, Oregon 97204

September 26. 1967

Mrs. Gustav Barr
1552 S.W. Upper Hall Street
Portland, Oregon *

Re: Claim No: 05C-000352
D/Loss : 2-23-66

Drake-Winston Joint Ventures
Vista Ridge Tunnel Project

Dear Mrs Barr: *

We recently received your letter of August 5. 1967, directed to the Donald M. Drake Company, and an accompanying letter and estimate of damages to your residence, prepared by the Teller Construction Company.

It is our opinion that any damage to your residence has been caused by natural settlement of the house and the movement of the Vista Ridge Hillside, which was present even before the commensement of the tunnel project.

We draw your attention to the first paragraph of the letter from the Teller Construction Company, which states, in part: -" We found various cracks throughout the residence which were caused by «ettlement and/or vibration".

We must, therefore, respectfully deny your claim in its entirety.

Very truly yours,

Richard L. Hurner
Claims Examiner

RLH:b

cc: Drake -Winston Joint Ventures
P.O. Box 791
Portland, Oregon 97207
Attention: Wm. H. Mayer

* I copied the above letter exactly as written with my name mis-spelled and the wrong Street No.

PRESCOTT W. COOKINGHAM
JAMES C. MALETIS
ALLARD JAMES HEITKEMPER

COOKINGHAM AND MALETIS
ATTORNEYS AT LAW
SUITE 640 PACIFIC BUILDING
PORTLAND, OREGON 97204

TELEPHONE 228-8491

RESIDENT BRIDGE ENGR.
RECEIVED
SEP 19 1967
WILLIAM E. IKOLA
LEO J. HANLEY 1925-1958

September 18, 1967

Donald M. Drake Company,
1600 N. W. Savier St.,
Portland, Oregon

Re: Contr 6748
Copy sent E.D. Merchant
9-19-67 Q.W.B.

Gentlemen:

During the month of August, my client, Mrs. Hilda Baar, 1553 S. W. Upper Hall Street, Portland, Oregon, wrote you a detailed letter, setting forth the claims and damages resulting from blasting by you in drilling a tunnel through the hill on which her home is located.

It appeared subsequent thereto that the matter was referred to the Oregon State Highway Commission which received a copy of her original letter and statement of damages.

It also appeared that the matter had been referred to an insurance company carrying a liability policy for this construction work.

However, other than some rather vague information as to this claim receiving attention, there seems to have been no definite action taken and certainly Mrs. Baar has received no information or indication that the claim would be recognized or taken care of.

I wish to emphasize that this entire transaction has involved a great deal of disturbance for Mrs Baar. She has been upset during the course of these activities, over a period of time, and she has been very much upset by the fact that the matter has not been receiving the attention which we believe should be given to it.

Will you, therefore, please make it a point to have someone who is authorized to discuss or settle this claim, to get in touch with me, so that we can discuss a possible settlement. In the absence of any such progress in the very early future, there would seem to be no alternative but for Mrs. Baar to bring a suit for all damages against the parties involved.

Frankly, we are very much surprized at the lack of attention given to this claim, as it is an important matter and involves a situation where a property owner has been subjected to a damaging and disturbing experience.

Very truly yours,

PRESCOTT W. COOKINGHAM

PWC:er
cc: Mrs. Hilda Baar
Oregon State Highway Department
Metropolitan Engineers Office,
Drake-Winston Joint Venture
Box 791, Portland, Oregon

RECEIVED
SEP 19 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N.E. Glisan
Portland, Oregon 97213

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 12, 1966

DRAKE-WINSTON JOINT VENTURERS
P. O. Box 791
Federal Station
Portland, Oregon

Re: Vista Ridge E. Bound Tunnel
Sunset Highway
Contract: 6748

Gentlemen:

Transmitted herewith, is copy of a letter from Mrs. Hilda B. Baar, 1553 S. W. Upper Hall Street.

Mrs. Baar called me Friday to register a complaint, and stated she was sending this letter.

In her verbal complaint, she stated that her ceiling was cracked by the blast the morning of September 9.

Please ask your insurance carrier to check on this complaint.

Very truly yours,

A. E. Johnson
Metropolitan Engineer

By:

ORIGINAL SIGNED BY A. V. BENEDICT

A. V. Benedict
Assistant Metropolitan Engineer

RESIDENT BRIDGE ENGR.
RECEIVED
SEP 1 3 1966
WILLIAM E. IKOLA

AVB:dm

Enclosure

bcc: Mr. Ivan D. Merchant
Mr. William E. Ikola

1553 S. W. UPPER HALL
PORTLAND, OREGON 97201

Portland, September 9. 1966.

Oregon State Highway Department
Metropolitan Engineers Office
5821 N.E. Glisan St.
Portland, Ore.

Attention Mr. Benedict.

Dear Mr. Benedict:

This is to acknowledge your letter dated August 11. Just to put the record streight, I have to make the following statements:

1. Though I made the request that the Highway Commission performe a seismograph reading in our houses, I realized that the Highway Commission would not it, after you told me that your Office does not own a seismograph, and that a Seattle firm did some readings for your Department. Nothing in my letter to you indicates that I expected your Office to perform such a reading after our telephone conversation.

2. Furthermore I just suggested that the Highway Commission, as a 3. disinterested party examine my house as to it's present status quo, before the new blasting is starting. You very kindly said that you will see what you can do about it. Nothing more than that I repeated in my letter to you, and that I am waiting for your action on that matter.

You wrote me in your letter that you have taken some action, in bringing my complaint to the attention of the contractor as well as to the insurance carrier, and I am most grateful for this help.

I find it my duty to report the following developments, mainly to have them on record, and leave it to your discresion to do something about or not.

When the dynamiting resumed a few weeks ago, the blasts were weak, and my house was shaking but little.
September 2. About 10 a.m. there was a much stronger blast than in the few weeks ahead, of course I am not at home all the time,
" 3. and wouldn't know if there were any strong charges before.
" 3. There were 2 strong charges, one at 8:30 a.m. and one at 11:45 a.m. I left my home at noon.
" 7. Shortly before 9 a.m an other rather strong blast, left
" 8. the house for the day.
" 8. 9:45 a.m. an other rather strong blast as the days before.
" 9. 9:45 a.m. A very strong blast, the strongest and longest since the dynamiting has been resumed a few weeks ago. My house was shaking terribly for many seconds.

This last blast prompted me to write this letter.

METROPOLITAN ENGINEER
RECEIVED
SEP 12 1966
OREGON STATE HIGHWAY DEPT.

Very truly yours

Hilda B. Baar.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH C. FRIDLEY, MEMBER
HOSCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N.E. Glisan
Portland, Oregon 97213

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 11, 1966

Mrs. Hilda B. Baer
1553 S. W. Upper Hall
Portland, Oregon 97201

RESIDENT BRIDGE ENGR.
RECEIVED
AUG 1 0 1966
WILLIAM S. IKOLA

Dear Mrs. Baer:

This will acknowledge receipt of your letter of August 9, 1966. This letter will be forwarded to our Salem office for record; however, I disagree with some of your statements.

I did not tell you the Highway Department would itself perform any seismograph work or inspect your property. On the contrary, I told you we would not. I did tell you that I would call your complaint to the contractor's attention and recommend that they or their insurance carrier make such an inspection. This I have done.

The statement on renting the seismograph was in answer to your question as to what seismograph work we had done. This was during driving of the exploratory tunnel only.

Very truly yours,

A. E. Johnson
Metropolitan Engineer

By

ORIGINAL SIGNED BY A.V. BENEDICT

A. V. Benedict
Assistant Metropolitan Engineer

AVB:ch

cc Drake-Winston Joint Ventures (w/enc)
bc Ivan D. Merchant (w/enc)
William Ikola (w/enc)

1583 S. W. UPPER HALL
PORTLAND, OREGON 97201

Portland, August 9. 1966.

Oregon State Highway Department
Metropolitan Engineers Office
5821 N.E. Glisan St.
Portland, Ore.

Attention Mr. Benedict.

Dear Mr. Benedict:

This letter is in connection with our telephone conversation of August 5.1966.

I requested that the Highway Commission perform a seismograph reading inside my house while the blasting of the dynamite charges are taking place, because the engineer of the Drake Construction Co. refused to take a reading inside the house. You stated that the Highway Commission does not own a seismograph, and that the Commission had a Seattle firm do some reading for them.

Furthermore I suggested that the Highway Commission, as a 3. disinterested party examine my house, already hurt by the previous blasting, now, as to it's present status quo, before the second part of the dynamiting commences.

You kindly promised that you will see what you can do about this, and I am waiting for your decision and action on that matter.

Very truly yours

Hilda B. Baar.

Hilda B. Baar.

Copy to Mr. Russ Lamb.

METROPOLITAN ENGR.
RECEIVED
AUG 10
ENGR.

#6748

391

January 22, 1974

Mr. Jason A. Hervin, President
Southwest Hills Residential League
2020 Southwest 15th Avenue
Portland, Oregon 97201

Dear Mr. Hervin:

I wish to apologize for the delay in answering your letter concerning the Vista Ridge Tunnel.

We are continuing to work with the Department of Environmental Quality in reducing the environmental effects of the motor vehicle. The only economic solution to problems such as these lies in a redesign of the motor vehicle itself. Certainly with the existing energy crises, such a solution may be available sooner than we all think.

In the meantime, in order to help alleviate some of the problems we intend to plant trees near the east entrance of the tunnel. It is hoped that this project will be completed in the spring.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

bc F. B. Klaboe
A. E. Johnson
G. A. Potter
L. W. Rulien
W. L. Barrie

RLS:ajw

6748

DIRECTOR'S FILE
Hwy
CF

Southwest Hills Residential League

Post Office Box 3992
Portland, Oregon 97208

Officers
Mr. Jason Hervin
President
Mr. Philip Lowthian
Executive Vice-President
Mr. David Charlton
First Vice-President
Mrs. Ilene Hayes
Secretary
Mr. Donald Stookey
Treasurer

Board of Directors
Mr. Charles Arveson
Mrs. Hilda Baar
Mr. Dan Bell
Mr. Brian Booth
Dr. Robert Condon
Mrs. Sally Davis
Mr. Spencer Ehrman
Mr. Walter Evans
Mrs. Ann Grand
Dr. James Hearn
Mr. George A.D. Kerr
Mrs. Mary Kreft
Mr. James McClincy
Mrs. Lois Miller
Mrs. Nadezda Munk
Mr. George Murray
Mrs. Amy Phelps
Mr. John Platt
Mrs. Nancy Platt
Mr. Fred Schroeder
Mr. Dwight Schwab
Mrs. Beverly Smith

Mrs. Maryetta Devereaux
Executive Secretary

January 11, 1974

CNB ack'd & rec'd

Mr. George Baldwin
Director of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

On September 6th, and again on October 8, 1973, I wrote to the Oregon State Highway Division - attention: Mr. R. L. Porter - concerning noise and air pollution created by the Vista Ridge Tunnel and Freeway (see copy of my original letter dated September 6th to Mr. Porter, attached). I finally received an envelope addressed to me as President of the Southwest Hills Residential League, on January 7, 1974, from the Oregon State Highway Division. I anticipated -at long last - a response to my letters. Needless to say, I was greatly disappointed to discover that it concerned a public hearing on the State's bicycle pathway program. On second thought, however, I'm wondering if perhaps this meeting may have something to do with your plans for controlling noise and air pollution created by motorized vehicles using the Vista Ridge Tunnel.

Seriously, the Board of the Southwest Hills Residential League is keenly aware that my letters to your department have not received the courtesy of an answer. In addressing this letter to you, I'm counting on a reply without further delay.

Sincerely yours,

SOUTHWEST HILLS
RESIDENTIAL LEAGUE

Jason A. Hervin
President

cc'pies to: Bonnie Sebastian

4-9-74 at Bonnie's desk

JAH:lae
Attachment

cc: Hilda Baar
Dave Charlton
Maryetta Devereaux
Harold Hirsch
Phil Lowthian

RECEIVED

DEPARTMENT OF JUSTICE

Memorandum

TO: R. L. Schroeder

DATE: October 25, 1973

FROM: Walt Barrie

SUBJECT: Complaint of noise pollution on Vista Ridge Tunnel by Southwest Hills Residential League

You asked if I had any suggestions as to the type of answer which would be appropriate to the above entitled complaint, the correspondence on which is attached hereto.

I think a concise, straightforward reply should be made, with an analysis of noise and air pollution studies which have or will be made by the Highway Division on the tunnel and the action that the Division intends to take, if any.

I am not familiar with the work the Division has done on this question but I presume studies have been made. I would appreciate being apprised of any reports and/or recommendations which have ensued from this problem.

WLB:hg
Attachment

RECEIVED
OCT 26 1973
Office of
Assistant State Highway Engineer

Southwest Hills Residential League

Post Office Box 3992
Portland, Oregon 97208

Officers

Mr. Jason Hervin
President
Mr. Philip Lowthian
Executive Vice-President
Mr. David Charlton
First Vice-President
Mrs. Ilene Hayes
Secretary
Mr. Donald Stookey
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Mr. George A.D. Kerr
Mrs. Mary Kreft
Mr. James McClincy
Mrs. Lois Miller
Mrs. Nadezda Munk
Mr. George Murray
Mrs. Amy Phelps
Mr. John Platt
Mrs. Nancy Platt
Mr. Fred Schroeder
Mr. Dwight Schwab
Mrs. Beverly Smith

Mrs. Maryetta Devereaux
Executive Secretary

September 6, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTN: Mr. R. L. Porter

Gentlemen:

Under the date of August 9, 1971, Mrs. Hilda Baar, Secretary of the Vista Ridge Foothills Affairs Committee of our organization, wrote your department concerning the noise and air pollution created by the Vista Ridge tunnel and freeway. While our files show that there was a reply to Mrs. Baar's letter by your department on August 17, 1971, it neither acknowledged the problem, nor offered to study the validity of the complaint. In the meantime, this situation has worsened and an ever increasing number of members living in the northeast area of the Southwest Hills, are registering complaints to our organization that noise and air pollution from the tunnel are becoming more and more unbearable.

Despite the fact that your letter of August 17, 1971 states that the tunnel was built after many years of planning and studies, this does not necessarily mean that the planning was the best, nor has time proven the design to be successful. While it may be true, as you state, that freeways do not necessarily add to the number of cars being operated in an area, they do open up new areas to urbanization which in itself fosters a continuing increase in traffic, along with its added noise and air pollution.

Unfortunately, the design of the tunnel is such that accidents are a regular occurrence. The resulting backup in traffic is another factor that certainly adds considerably to both noise and air pollution in the surrounding areas.

RECEIVED
STATE HWY ENGR
SEP 7 '73
REFER TO
Approach
FOR
Info | Inves | R/D | D/R | Sign | Act | File

If, as you say in your letter, that planting trees does not in itself reduce the noise adjacent to freeways, we would appreciate an opportunity to review the enginerring data and research on which your statement is based. More importantly, however, is our desire to know what plans your department has for evaluating the problem as it exists today and modifications being considered to alleviate a bad situation that is continuing to deteriorate.

Sincerely yours,

SOUTHWEST HILLS
RESIDENTIAL LEAGUE

Jason A. Hervin
President

JAH:lae

2020 S.W. 15th Avenue
Portland, Oregon 97201

cc: Mrs. Hilda Baar
Dr. David Charlton
Mrs. Maryetta Devereaux
Mr. Philip Lowthian

6748

Subpoena and check to Walt Barrie for appropriate action 7-11-74 (he will contact Merten)

Check to Sheron 7-15-74 Sen Barrie

DIRECTOR'S FILE

Hwy #7

IN THE C[illegible]

[illegible]

[illegible],

Plaintiff,

[illegible]

[illegible]

Defendant.

[illegible] Director, [illegible] State Highway Building, Salem, Oregon, OR HIS DEPU[illegible].

[illegible] OF THE [illegible]

[illegible] Court [illegible]

[illegible] of Jul[illegible]

[illegible]

[illegible]

[illegible] Oregon St[illegible]

[illegible] on or abou[illegible]

[illegible] Oregon St[illegible] [illegible]

[illegible]ber 30, 196[illegible].

I hereby certify that the fore[illegible] is a true copy of [illegible] in the above entitl[illegible] service.

[illegible]

Page [illegible] - C[illegible]

Mar[illegible]
At[illegible]
Suite 21[illegible] 1905 S W Sixth A
Portland, Oregon 9[illegible]

FORM No. 941—Civil Subpoena—Circuit Court—Issued by Attorney

SN

In the Circuit Court of the State of Oregon

FOR THE COUNTY OF MULTNOMAH

HILDA BAAR, Plaintiff,

vs.

DONALD M. DRAKE CO., et al Defendants.

Case No. 386 409

CIVIL SUBPENA Duces Tecum

TO: GEORGE BALDWIN, Director, Oregon State Department of Transportation, or your designee

IN THE NAME OF THE STATE OF OREGON:

You hereby are required to appear in the Circuit Court of the State of Oregon for the County of Multnomah, *at Room No.* *, *of the County Court House of said county in the City of* Portland, *Oregon, on the* 17th *day of* April *19* 74 *at* 9:30 *o'clock* A *M., to testify as a witness in the above entitled cause on behalf of plaintiff and you are directed to bring with you all letters and attachments and enclosures thereto from Hilda Baar mailed to the Oregon State Highway Department or any employee thereof between January 1, 1966 and October 1, 1967.*

Attorney of record of the party to the above action, suit or proceeding in whose behalf the witness is required to appear

Charles J. Merten
Address Suite 213, 1008 S.W. 6th Ave., Portland, Ore. 97204 Phone 227-3157

* Please call my office on 4/16/74 to obtain exact time and room number.

I hereby certify that the foregoing is a true copy of the original subpena in the above entitled cause as the same appears in my hands for service.

George Baldwin
If an officer, state title.

For Civil Subpena issued by clerk, see S-N Form No. 255.

Cross Subpoena to accompany Subpoena 4-15-74

Check endorsed & given to Sid Hand

See Hwy Div. Gen. Files for prior correspondence when OMB was admin. of Hwys

GOOSE HOLLOW FOOTHILLS LEAGUE
1904 SW Market Street Drive
Portland, Oregon 97201

August 14, 1973

Mr. George M. Baldwin
Administrator of Highways
State Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

Your letter dated December 20, 1972, stated that your study on methods of sound reduction at the entrances to the Vista Ridge Tunnels and to the Highland Interchange would be completed in late March of 1973.

We have had no further communication from you, nor any evidence of action in this regard, and this noise and air pollution continues to worsen daily. We believe you were sincere when you stated that you wanted to work with us to remedy these problems.

This pollution has now become unbearable, and the health of many of the people in our neighborhood is being seriously affected by these conditions. The grounds above and on the sides of the tunnels have been constantly neglected, and are practically covered with noxious weeds, which are a disgrace to our State and an insult to the people of our City.

We realize this disastrous mistake of literally bringing the freeway into our living rooms and bedrooms was made by the Oregon State Highway Division, and financed with taxpayers' money. Therefore, we feel it is the responsibility of the State Highway Division to correct its mistake, restore our neighborhood, and make it livable once more, no matter what the cost.

Have any immediate plans been made regarding these conditions? What action on our part would help to bring about remedial measures on this very urgent matter? We shall look forward to hearing from you.

Yours very truly,

John B. Reichlein

Secretary

RECEIVED
STATE HWY ENGR
AUG 17 '73
REFER TO
FOR
Info | Inves | R/D | DIR | Sign | Act | File

RECEIVED
AUG 17 1973
OFFICE OF
DIRECTOR of TRANSPORTATION

F. 6748.

FORM S-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

RECEIVED
DEC 12 1973
LEGAL

DATE December 11, 1973

TO MEMO TO THE FILES

TO CONTRACT FILES

FROM TED INLOES
Metropolitan Office Engineer

NOTED
JACK L. SOLLIS

SUBJECT Hilda Baar vs. Drake-Winston

On December 6, 1973 a representative of Attorney Charles Merton requested coping contract file correspondence relating to the Vista Ridge Tunnel projects, a copy of which is attached.

There have been other correspondence copied previously of which I have no record. Permission to copy these files was received by phone from John McCulla of the Legal Section.

pb

Attachment

METROPOLITAN ENGINEER
RECEIVED
DEC 11 1973
ME AME AME AME MDE MIE

cc Sollis
w/List

Contract No. 7122
Vista Ridge Westbound Tunnel

1. TO: N. R. Drulard
   FROM: A. V. Benedict
   DATE: March 20, 1969

2. TO: A. E. Johnson
   RE: Subcontract #10
   DATE: 11/6/68
   4 copies

3. TO: Memo To The Files
   FROM: A. E. JOHNSON
   DATE" 4/12/68

4. TO: Drulard
   FROM Benedict
   DATE: 4/5/68

5. TO: A. E. Johnson
   FROM: Ikola
   DATE: 3/21/68

6. TO: OSHD
   ATTEN: A. E. Johnson
   FROM: Drulard
   DATE: 3/21/68

Contract 6346

7. Contract pgs. 5 & 6
   1 copy each

8. cc: Klaboe
   TO: Talbot (Corps of Engrs.)
   FROM: Ivan Merchant
   DATE: 12/11/64

9. TO: J. Lawrence (Shearin & Stampin)
   FROM: Benedict
   DATE: 1/9/64

Contract 6346 (cont.)

10. TO: Crandall
    FROM: Klaboe
    DATE: 10/9/63

Contract 7122

11. TO: Versteeg
    FROM: Harry Oswald
    DATE: 3/19/70

PLANS
Westbound Vista Ridge Tunnel

12. Dwg. # 20478
    Foundation Data
    Br. #9392
    SW 18th Avenue Undercrossing
    (2) copies

13. Dwg. # 23536
    Foundation Data
    Br. # 91033
    (2) copies

14. Dwg. # 23537
    Foundation Data
    Br. #9103B
    (2) copies

15. Dwg. 23538
    Foundation Data
    Br. #9103B

PLANS
Eastbound Vista Ridge Tunnel

16. Dwg. 20809
Foundation Data
Br. 9103
(2) copies

17. Dwg. 20810
Foundation Data
Br. 9103
(2) copies

18. Dwg. 20811
Foundation Data
Br. 9103
(2) copies

19. Dwg. 20812
Foundation Data
Br. 9103
(2) copies

20. Dwg. 20813
Foundation Data
Br. 9103
(2) Copies

21. Dwg. 20561
Sunset Hwy. Overcrossing
Foundation Data
Br. 9391
(2) copies

.G 7418

CAKE, HARDY, BUTTLER, McEWEN & WEISS
ATTORNEYS AT LAW
1408 STANDARD PLAZA
PORTLAND, OREGON 97204
228-7321

RALPH H. CAKE
HERBERT C. HARDY
JOHN H. BUTTLER
DONALD W. McEWEN
ROBERT L. WEISS
JONATHAN U. NEWMAN
JOHN R. FAUST, JR.
JOSEPH J. HANNA, JR.
DEAN P. GISVOLD
GEORGE C. REINMILLER
ROBERT D. RANKIN
THOMAS L. GALLAGHER, JR.
VICTOR W. VANKOTEN
ALBERT J. BANNON
ROBERT B. SMITH
LEROY H. HEMMINGWAY

OF COUNSEL
NICHOLAS JAUREGUY

7-19-73

Mr. Dave Crowell
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

#6 1418

Dear Dave:

Early last month you and your assistants took noise measurements at the home of Mrs. Hilda Baar, 1553 S. W. Upper Hall Drive, Portland, in response to her complaints about the Sunset Freeway Tunnel. At that time, you indicated to her that it was possible that the Highway Division would begin in the near future sound muffling plantings in the vicinity of the tunnel entrance and the adjacent freeway.

Though we recognize that your study on this problem may not yet be complete and your final recommendations drawn, we would appreciate it if you could send us what preliminary data you have with regard to the noise measurements at Mrs. Baar's house and what tentative conclusions regarding planting of noise-absorbing flora you may have reached.

Very truly yours,

CAKE, HARDY, BUTTLER, McEWEN & WEISS

Roy Hemmingway

Leroy H. Hemmingway

LHH:p

Original returned to Byard
w/note--Send measurements. Say study still
under way; no conclusions yet.
7-19-73

NOTED
R. L. SCHROEDER

INDUSTRIAL ACOUSTICS COMPANY, INC.
380 SOUTHERN BOULEVARD, BRONX, NEW YORK 10454 • (212) 292-0180
THE STANDARD OF SILENCE
TELEX NO. 12-5880

July 13, 1973

COST PER TUNNEL: $52,500 + Installation

Mr. David Crowell
Acoustics Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Crowell:

We have reviewed the noise problem of the Vista Ridge tunnel using the information you provided during our telephone conversation of July 3 and that contained in your letter to us of July 5, 1973. Essentially, this consisted of a drawing of the TEB Tunnel Section in rock and your description of the problem in the accompanying letter.

A brief technical discussion of the problem is presented in the attachment. It describes some of the analytical considerations and specifies the amount, location and type of absorptive liners necessary to achieve approximately a 10 dB reduction of noise radiated from the tunnel ends (10 dB reduction corresponds to half the loudness of the original sound). We conclude that it is practical to reduce the tunnel noise by this amount using standard IAC materials which are moderate in cost and which will satisfy your other requirements such as cleaning and appearance.

Specifically, to achieve 10 dB reduction of tunnel noise in adjacent residential communities, we propose to furnish the following materials and services:

a) the supply of a total amount of 25,200 square feet of IAC Noise-Foil Panels* which will be fabricated to modular sizes not to exceed 4 ft wide as determined by installation requirements. The panels are 4 in. thick, framed with 18 gauge cold

---

*Additional physical description of the Noise-Foil liner is provided in the attached copy of Bulletin 6.0510.0.

rolled* steel channels and covered with 22 gauge perforated galvanized sheets. The acoustic fill is mildew resistant, vermin-proof and is sealed in a dust, oil and water resistant plastic sealer. The panels are constructed of fire resistant and incombustible materials and meet the flamespread, smoke and fuel contribution standards of ASTM E-84-50T and ULNFPA 225. The panels will be primed; final painting to be done after installation.

The sound absorption of the panels mounted directly on a hard surface is given in line (a) below. The additional asborption that is obtained by an airspace results in absorption coefficients shown in line (b).

Noise-Foil Sound Absorption Data

Type of Panel	Octave Band Center Frequencies, Hz 125	250	500	1000	2000	4000	8000
a) Noise-Foil with Plastic Sealer	0.65	0.99	1.09	0.97	0.95	0.90	0.82
b) 6" Airspace	0.90	1.14	1.34	1.32	1.20	1.15	0.97

The panels will be ready for installation on the side walls of thetunnel as indicated in the accompanying sketch, or on the ceiling if the results of the activities in (b) below so indicate. The Oregon State Highway Division to install the liners and provide engineering information to IAC for preferred methods of liner attachment.

b) construct a scale tunnel modelled after the Vista Ridge tunnel to conduct model scale tunnel tests (1/10 scale or greater) in our acoustical laboratories to verify the amount of treatment required to achieve the 10 dB reduction and the optimum location for the sound absorbent Noise-Foil liners. Provide the Oregon State Highway Division with a copy of the test data.

*Alternatively, the 18 gauge frame could also be furnished in a galvanized material.

INDUSTRIAL ACOUSTICS COMPANY
INCORPORATED

c) ship the completed panels to a site near the tunnel, as directed by the Oregon State Highway Division.

d) have an IAC engineer available for two days to assist in the initial installation of the liners.

e) perform a noise survey of the completed installation.

The cost to your department for items (a) through (e) will be $52,500, exclusive of freight for Noise-Foil liner materials which will be shipped fob our Plant, Bronx, New York.

Please let me know what additional information you require in order to pursue the project.

Very sincerely,

J. Kenneth Manhart

J. Kenneth Manhart, Manager
Traffic Noise Control Systems
JKM:j
Enclosures - Bulletin 6.0501.0
Sketch of Panel Location
Appendices from SRI Report

Attachment

DESCRIPTION OF THE APPROACH TO NOISE REDUCTION IN TUNNELS

There are two ways in which one can calculate a solution to tunnel noise.

1. Treat the tunnel by an extension of conventional room acoustics where one of the room dimensions is very long compared to the other, a situation that is analogous to corridors in buildings.

2. Treat the tunnel as a lined duct. The sound field can, at least from a theoretical standpoint, be calculated rigorously for both rectangular and circular ducts. This situation is in complete analogy with the analysis of a sound field in rooms and ducts.

Assumptions underlying either method are only partially satisfied by the tunnel/vehicle configuration. For example, method 1 assumes that a uniform diffuse sound field pervades the entire space. Method 2 usually assumes a noise source located at one end and propagating sound energy down the duct.

CONCEPTS LEADING TO A SOLUTION OF THE PROBLEM

The assumption of a diffuse sound field in the tunnel is approximately correct if the tunnel surfaces are lined with hard, sound-reflecting materials and a continual line of traffic is passing through. For the installation of sound absorptive materials, consideration should be given to the directionality characteristics as a function of frequency for the major noise sources. The installation of sound absorbent liners directly in the path of a directional source may achieve greater noise reduction than would be indicated by the diffuse sound field theory in which the power output of a sound source is balanced with the energy absorbed at the boundaries and radiating from the ends of the tunnel. Such a statistical analysis would show that the average SPL established in a tunnel decreases with total absorption in the tunnel. However, the reduction in SPL exhibits diminishing returns when the average absorption coefficient ($\bar{\alpha}$) exceeds $\bar{\alpha}$ = 0.20. With the ceramic tiles on the tunnel walls having perhaps an $\delta\bar{\alpha}$ = .01, the increase in average absorption from .01 to .20 will accomplish much more than an increase above .20 (the road surface

remains reflective). Thus, additional reduction of SPL by the application of still more absorptive material might be quite negligible and at greatly increased cost.

It would appear worthwhile to locate the sound absorbing material in the near field of a noise source where it interrupts a large solid angle of the radiated sound and minimizes the level of reflected sound energy. Two particular cases in mind for this point are a strip of sound absorptive liners directly above the diesel truck vertical exhausts and liners on the lower side walls of the tunnel for the efficient reduction of tire noise.

The disadvantages of the ceiling location are related to questions of contamination of the absorbent liner (with the consequent increased difficulty in cleaning being directly in line with diesel exhausts), safety and increased installation costs. For these reasons, we recommend the acoustically absorptive liners be placed on the side wall surfaces thereby being effective in diminishing the sound energy levels of the tunnel cross modes. The locations of the liners are shown on the attached sketch which was taken from the Oregon State Highway Department Drawing No. 20819.

The liners on the lower vertical surfaces (7 ft wide) would be very effective in reducing the level of tire noise while the upper liners (11 ft wide) having an airspace to the rear, would have excellent low-frequency absorption and are located at about the height of the vertical exhaust stacks of diesel trucks.

The question was also examined whether the entire length of the tunnel needs to be treated or whether treatment at each end of the tunnel would be adequate and for what distance. The conclusion is not clear-cut; the analysis using the room acoustics approach shows that the walls along the entire length of the tunnel would be required whereas the approach assuming sound propagation down a lined duct would indicate that 250 ft lining at each end of the tunnel would provide 10 dB reduction. Because of the uncertainties involved in the calculations, and the additional disturbance that would result if the central section of the tunnel were first left untreated and later required the installation of the absorptive liners, treatment of the entire tunnel would appear to be advisable.

Tentative Recommendations

Install 36 square feet of IAC Noise-Foil liner for each linear foot of tunnel as shown in the sketch attached, or 25,200 square feet of liner for the entire 700 foot tunnel. This treatment would result in an average absorption coefficient of approximately .2 and provide at least a 10 dB reduction of noise in adjacent residential areas.

The absorption coefficients (Table I) of the Noise-Foil Panels, as measured in the laboratory (α_{Sabine}) are provided in the enclosed copy of our Noise-Foil bulletin.

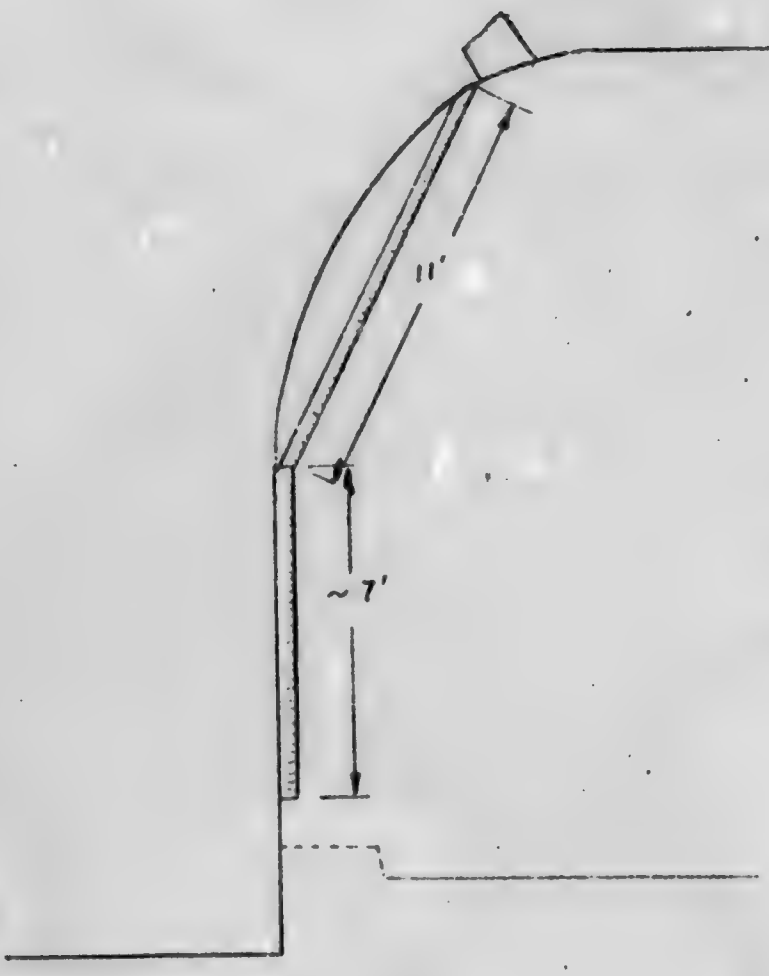
Note the increased absorption that is obtained when there is an air-space behind the liner, Table III.

References

Regarding references to tunnel noise control, I have not located any that would be very useful to you. Two appendices from a report by Stanford Research Institute for noise control in the Bay Area Rapid Transit System are attached but it is from a report that is several years old, is for train noise and the problem is different from the one you have. The Swedish report I mentioned during our conversation turned out to be a study of noise control of the ventilation fans for tunnels, quite distinct from your area of interest.

JKM:j
13 July 1973

INDUSTRIAL ACOUSTICS COMPANY
INCORPORATED



LOCATI

ISSUE	DATE	BY	DESCRIPTION OF ISSUE	CHK.	APPD.
△	7-11-73	R.Y.	FOR PROPOSAL		

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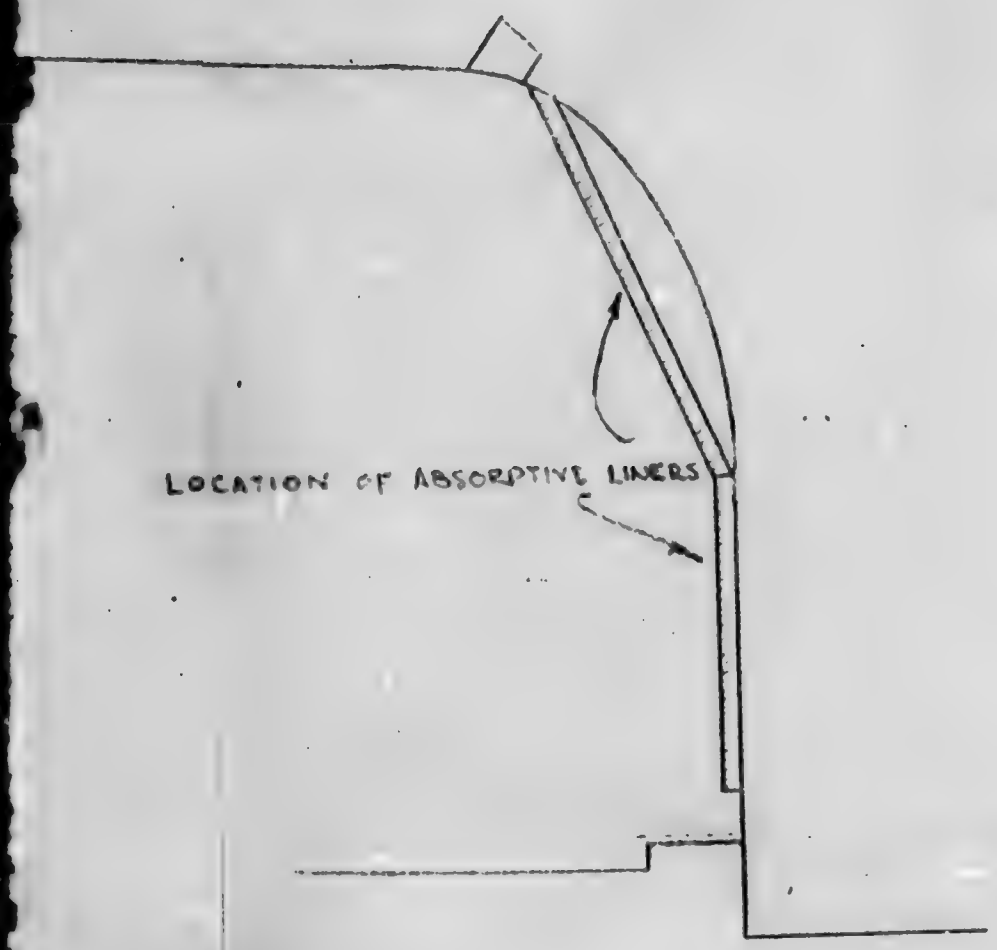


REFERENCE VISTA RIDGE TUN

DWG Nº 2081-9.

OREGON STATE HIGHWAY DEPARTMENT

JOB #	INDUSTRIAL ACOUSTICS COMPANY, INC. 380 SOUTHERN BLVD., BRONX, N. Y. 10454	DWG.	IS

FORM E-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

13/up
7/23
8/29

DATE June 28, 1973

TO Donald R. Byard
Environmental Director

FROM Dave Crowell
Acoustical Engineer

SUBJECT Status Report of Vista Ridge Tunnel

I am preparing a statement summarizing my findings and recommendations for noise control at the Vista Ridge Tunnel in response to a request from Mrs. Baar's lawyer. This letter has been written to familiarize you with the study and discuss my recommendations since any decisions may have long reaching effects on our future noise abatement policies.

I. BACKGROUND

Mrs. Gustav Baar's house at 1553 Upper Hall Drive is approximately 750 feet southeast of the westbound tunnel entrance as shown in the photo (Figure 1) taken from her balcony. Mrs. Baar believes that the tunnel entrance and retaining wall have a unique noise focusing effect on her house and that the resultant noise levels are unbearable for her during the day and inhibit sleep at night. She also believes that the noise has been detrimental to her eyesight, blood pressure and other health factors; she cites several (non-technical) magazine articles to support these convictions. Although these are possible effects of noise, they are not usually encountered at the sound levels measured at Mrs. Baar's house.

Since the May, 1972 investigation of Mrs. Baar's initial noise complaint, we have received numerous requests from the Goose Hollow Foothills League to correct the tunnel noise problem.

Our study has now been completed and I thought it would be appropriate to discuss my findings with you before any recommendations are given to persons outside the Highway Division.

NOTED
R. L. SCHROEDER

RECEIVED
JUL 13 1973
Office of
Assistant State Highway Engineer

II. NOISE MEASUREMENTS AND CRITERIA

Al Duble made a 24 hour sound study at Mrs. Baar's balcony. Results of this study (Figure 2) show that noise levels for the entire day are below the FHWA PPM 90-2 noise standard of 70 dBA L_{10}, our design criteria for residences near new highways. The sound levels are approximately 6 dBA above the DEQ guidelines expected to become effective in July of this year,[1] and 11 dBA above the anticipated DEQ L_{90} guideline.

I have been informed by Gary Sandberg of the DEQ that the guidelines will apply to new facilities and existing facilities where a problem is recognized by the DEQ and can be easily defined, with one exception, if the facility serves an important community need and noise reduction is not feasible it is not affected by the guidelines.

The Vista Ridge Tunnel problem has not been recognized or defined as such by the DEQ, but according to Mr. Sandberg will be soon.

At Mrs. Baar's request, additional sound measurements were made at her house, on May 31 to June 1, 1973. This time measurements were taken inside her bedroom (with windows open and closed) during the early morning hours and <u>below</u> her balcony during the afternoon; times and locations where she is most annoyed by noise. A sound survey of other residences near the tunnel was also made at this time. Results of these studies are shown in Figures 3a and 3b.

The measurements below the balcony are consistent with those taken last September by Al Duble from the balcony, for the same time period. The measurements made in the three bedrooms in Mrs. Baar's house are just below the expected DEQ standards with the windows open. With the windows closed, the measurements are well below the expected DEQ standards.

The L_{50} and L_{90} sound levels at Mrs. Baar's house are quite high, indicating consistently high background noise, as would be expected at this distance from a heavily traveled highway.

Mrs. Baar is aware of the status of her problem with relation to the FHWA noise standards, but feels the standards should be lowered; should reflect background noise; and should differentiate between day and night. These are all deficiencies in the FHWA guidelines, some of which are being corrected by the DEQ proposed guidelines.

All residences surveyed near the tunnel are above the DEQ expected guidelines. with several houses nearest the tunnel and highway above the FHWA standards. (Figure 3b)

[1] <u>Expected</u> DEQ guidelines, L_{10} = 60 dBA, L_{50} = 55 dBA, L_{90} = 50 dBA.
The guidelines as <u>proposed</u> are 5 dBA lower.

Site 3 is John Trudeau's house, farther up the Sunset Highway near the Oregon Museum of Science and Industry. His sound levels are above the FHWA standards and last week he sent the Highway Division a petition signed by 250 persons in response to the noise problem.

The noise problem is, I believe, caused mainly by the highway itself, with the tunnel causing some additional noise at Mrs. Baar's house and probably other sites.

III. NOISE CONTROL

From my observations, trucks entering the west bound tunnel entrance raise the noise levels at Mrs. Baar's house 4 to 6 dBA. Quieting the tunnel altogether could reduce the noise no more than 4 to 6 dBA by eliminating these peaks. It is this distrubance that bothers Mrs. Baar the most--normally, a 4 dBA increase in noise is not objectionable, but in this case the noise is annoying because of its intermittent nature. This effect is not noticable on Montgomery Street below Mrs. Baar's house.

The tunnel ~~residence~~ ENTRANCE can be easily seen from residences on the hill and this makes the tunnel seem louder. Mrs. Baar firmly believes that planting trees in the median strip and along the south edge of the road would lower noise levels and beautify the area. Although planting trees would not lower the noise levels appreciably, this would have a psychological effect of making the tunnel seem quieter.

It is necessary to determine which standards should be applied in this particular case and whether there is an obligation to correct a problem not recognized by standards.

Should we decide to attempt to remedy the Vista Ridge Tunnel noise problem the following alternatives may prove feasible:

Alternative 1

Planting of trees in the median strip and along south edge of road.

At our request, Roy Olson - Landscape Architect - drew up plans of the planting area. Plantings would consist of alternate rows of Poplar and Shore Pine 15 to 18 feet tall spaced at nine feet. The plantings would be protected with a type 2A guard rail.

Estimated Cost: $8,600.
Estimated Noise Reduction: None - psychological effect only
Other Findings: Ernie Valach of the FHWA indicated there should be no problem obtaining safety approval, but did not think federal funds should be spent in this manner.

Although planting trees would not reduce noise, it would probably satisfy Mrs. Baar since she so firmly believes this is the solution.

Alternative 2

Insulating inside of tunnel

It may be possible to reduce noise from trucks entering the tunnel by lining the first 150 feet of the tunnel with one inch sound absorbing material.

Nine prominent sound material manufacturers were contacted and one has a material which may, after testing, be suitable. Most presently available sound absorbing materials deteriorate quickly outdoors, are flamable, and are difficult to clean due to their porous nature. A sample of sound absorbing material coated with a mylar film, which is supposed to solve these problems, is being sent to us for testing.

Estimated Cost: $15,000 to $20,000 for materials, per tunnel
Estimated Noise Reduction: It is anticipated that this could at best reduce the 4 to 6 decibel peak which occurs when a truck enters the tunnel.

Detailed plans can be worked out with material manufacturers.

Alternative 3

Purchase Mrs. Baar's house

Other alternatives were considered, but for various reasons found unfeasible. Some are shown below:

1. Route truck traffic onto Canyon Road or Beaverton-Tigard Highway.

   This is not considered feasible because of the resultant high noise levels and inconvenience along these roads.

2. Line retaining wall with sound absorbing material.

   If a suitable material could be found, it would be only marginally effective due to the ability of a perfect reflector to increase noise no more than 3 dB.

3. Reduce speed through tunnel.

   Noise would increase since trucks would be in tunnel for a longer period of time.

4. Air-condition Mrs. Baar's house

   Noise levels inside Mrs. Baar's house are below expected DEQ standards. The noise problem is outside her house, according to DEQ expected guidelines, and air-conditioning is considered unsatisfactory to Mrs. Baar.

5. Construct resonator chambers in upper access tunnels.

   Would have little effect because air vent openings in top of tunnel are too small to allow sound to enter chambers.

6. Construct concrete barrier between Mrs. Baar's house and the tunnel.

   No available location.

7. Partial compensation.

   According to FHWA standards, Mrs. Baar doesn't have a problem. It would be setting a bad precedent to attempt to solve unrecognized problems in this manner. Also this solution would not prove satisfactory to Mrs. Baar.

8. Smooth road surface in tunnel.

   The problem is caused primarily by truck exhaust noise. Reducing road noise may have some effect if exhaust noise can be reduced sufficiently.

DC:lj
cc: Gary A. Potter
Newt Andrus

FIGURE 1

Westbound Tunnel
Entrance as Seen From
Mrs. Baar's Back Porch

FIGURE 2

Summary of Noise Measurements on Mrs. Baar's Balcony

September 12 to 13, 1973

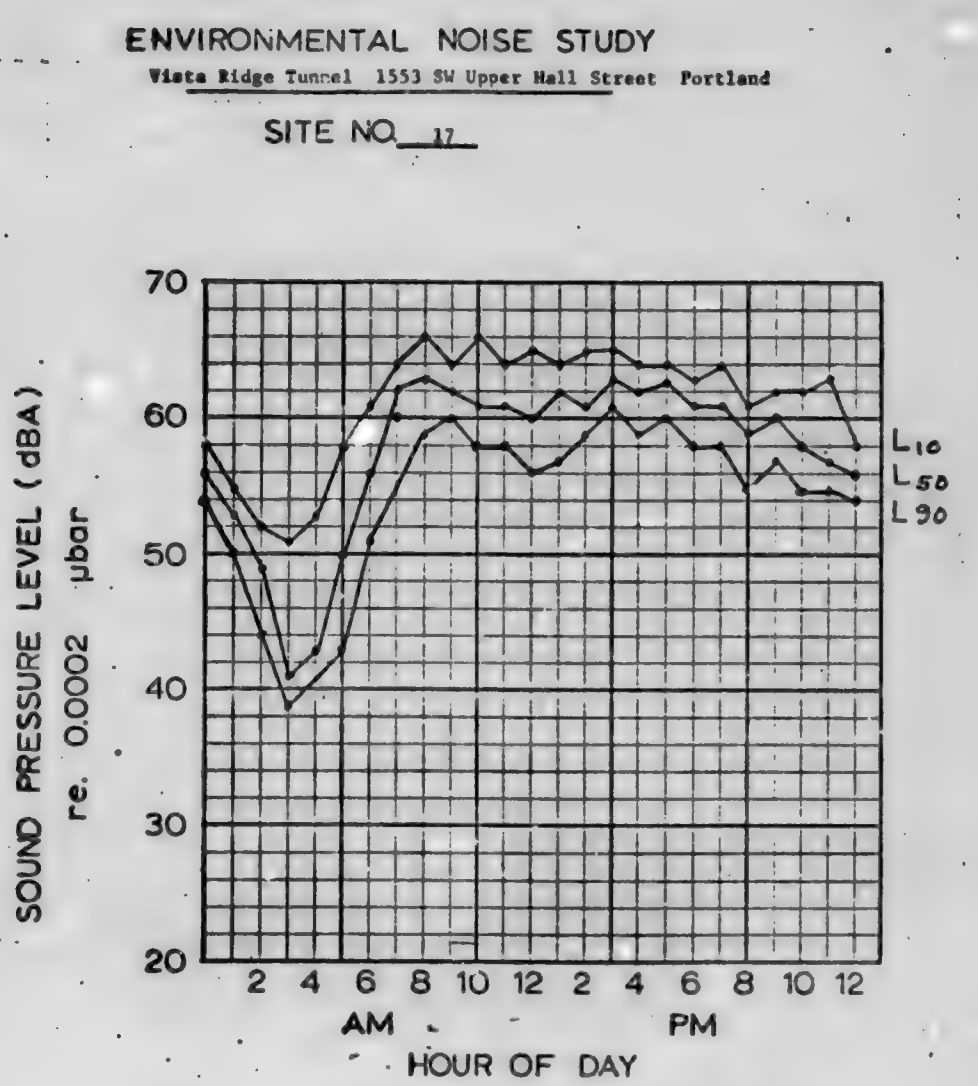


FIGURE 3a

SUMMARY OF SOUND MEASUREMENTS
MRS. BAAR'S HOUSE
MAY 31 TO JUNE 1, 1973

TIME	LOCATION	AVERAGE SOUND LEVEL IN dBA L_{90}	L_{50}	L_{10}
4:30 AM to 6:30 AM	Front Bedroom (Windows Closed)	<36*	<36*	41
	(Windows Open)	45	50	53
4:30 AM to 6:30 AM	Back Bedroom (Windows Closed)	36	40	42
	(Windows Open)	45	52	58
4:30 AM to 6:30 AM	Lower Bedroom (Windows Closed	36	40	43
	(Windows Open)	48	54	57
7:00 AM to 11:30 AM	On Balcony	60	62	67
	Below Balcony	58	61	66
1:30 PM to 3:00 PM	On Balcony	58	62	66

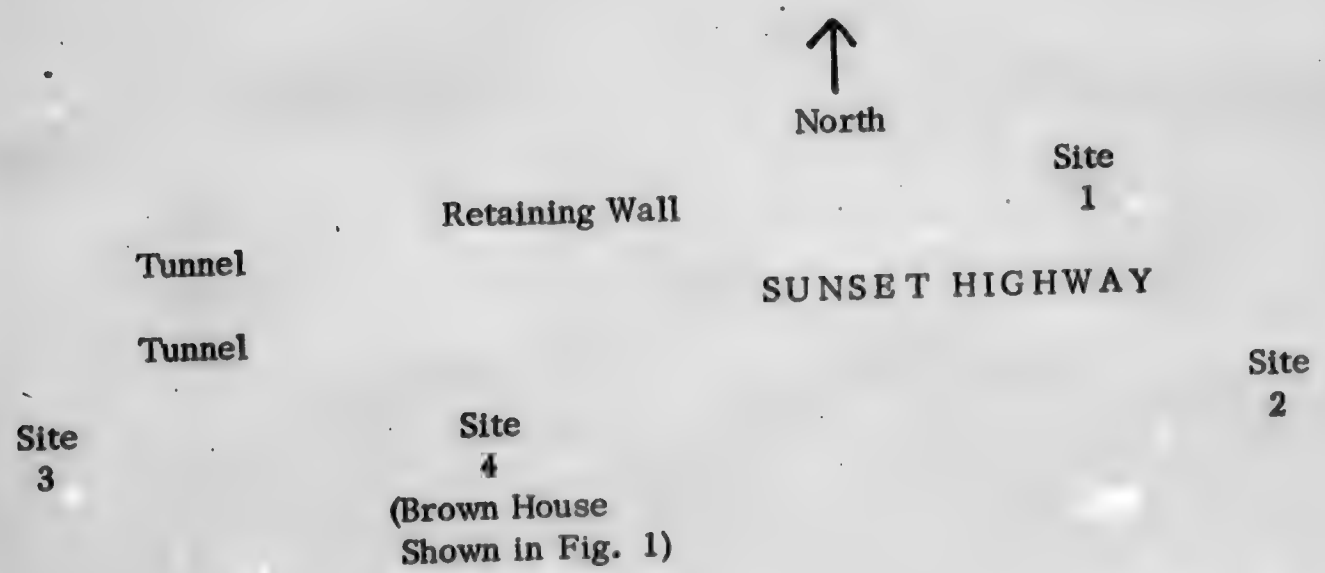
* Sound measurements taken with B & K model 166 environmental noise classifier - Lowest Dynamic Range 36 dBA

L_{10} - Sount level exceeded 10 percent of time
L_{50} - Sound level exceeded 50 percent of time
L_{90} - Sound level exceeded 90 percent of time

FIGURE 3b

SUMMARY OF SOUND MEASUREMENTS
OTHER RESIDENCES NEAR TUNNEL
MAY 31 TO JUNE 1, 1973

SITE	TIME	LOCATION	L_{90}	L_{50}	L_{10}
1	10:00 AM	Backyard of House, 1808 SW Market	56	60	66
2	10:45 AM	Stairway of Apartments 1840 SW Mill St. Terrace	68	72	77
	11:00 AM	In Bedroom (Windows Open) Same Address	58	59	66
3	1:50 PM	Residence (Trudeau) 3133 SW Upper Drive	67	69	72
4	1:15 PM	Residence 1681 SW Montgomery Drive	62	64	70



6-14-73

Ed—

re: Vista Ridge Tunnel
Planting for Noise Abatement

Residents near the tunnel (particularly (Mrs Barr) have complained of the noise. Mr. Baldwin told them something would be done. Mrs Barr suggest planting trees. Apparently trees do little or nothing to abate ~~sound~~ noise except for the physiological affect.

The presentation to FHWA was the result of this commitment and is an attempt for a temporary solution to the problem.

The Environmental Unit is presently making a study for a permanent solution to the problem.

Don Trout

RECEIVED
JUN 14 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

Dave Crowell
Justice Engr

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 7, 1973

In reply refer to: 10-35-DA

SUBJECT: Oregon Project F-318(12)
Vista Ridge Tunnel Section
Plantings for Noise Abatement

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

The preliminary plan sheet and estimate of cost covering additional plantings on the subject section of the Sunset Highway, which was submitted informally on June 6, 1973, has been reviewed. It is our understanding that the primary purpose of the additional plantings is to compensate for or counteract the existing noise problem in the vicinity of the tunnel.

The proposed plantings would have no apparent adverse impact on the safety and efficiency of operation on this highway section; however, the plantings could not be expected to be effective in reducing the noise level in the area of concern. Federal-aid funds would not be considered appropriate for this scale of project. We suggest a fuller analysis of the nature of the noise problem and possible corrective treatment be considered.

G. L. Green

RECEIVED
STATE HWY ENGR
JUN 11 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Report Looked to Hahn 7-11-73

RECEIVED
JUN 11 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

NOTED
A. E.

6-13-73
Hal
Is he to take about?
EJH

RECEIVED
Swenson
R Olson
Trout
ROAD
SECTION

1/

Form E49x

OREGON STATE
HIGHWAY DIVISION
Vista Ridge Tunnel
Screening

TABULATION SHEET
SHEET ..... OF ..... SHEETS

May 30, 1973

ITEM	UNIT	NET QUANTITY	ALLOW.	TOTAL	COST PER UNIT	TOTAL COST
Shore Pine	One	42		42	120.00	5,040.00
Bolleana Poplar	One	26		26	50.00	1,300.00
Guardrail	Lin.Ft.	120		120	7.00	840.00
				SUBTOTAL		7,180.00
				+ 20%		1,436.00
				TOTAL		8,616.00
					Say $8,600.00	

5

6748

MAY 3 1973

Mr. Herbert C. Hardy
Cake, Hardy, Butler, McEwen & Weiss
1408 Standard Plaza
Portland, Oregon 97204

Dear Mr. Hardy:

#6748

As discussed in my December 20 letter, we had originally planned to complete a noise study of the Vista Ridge Tunnel by the end of March, 1973. However, we have been unable to meet the schedule due to instrumentation failures and a large number of ongoing projects. As our new Acoustical Engineer, Dave Crowell, discussed with Leroy Hemmingway of your office, our equipment is now operable and a one- to two-week noise study of the tunnel area will be made as soon as possible.

A previous noise study made by Al Duble, our former Acoustical Engineer, established noise levels outside Mrs. Baar's and Dr. Charlton's houses. The study to be made will establish the existing noise levels at all other residences in the immediate area and at other appropriate sites so that focusing effects and noise reduction methods for the tunnel and retaining wall can be determined. It is estimated that the study will require approximately one month to complete, and a recommendation will be available at the end of the study.

If we can be of any further service, feel free to call Dave Crowell, who will be happy to discuss our program with you. Our technicians can be available to show you the operation of our equipment next week if you so desire. Thank you for your patience.

Sincerely,

George M. Baldwin
Administrator of Highways

cc: F. B. Klaboe
A. E. Johnson
P. L. Schroeder
J. B. Boyd
Donald Byard
Jack Sollis
L. W. Rulien

DC:lj kw

CAKE, HARDY, BUTTLER, McEWEN & WEISS
ATTORNEYS AT LAW
1406 STANDARD PLAZA
PORTLAND, OREGON 97204
226-7321

RALPH H. CAKE
HERBERT C. HARDY
JOHN H. BUTTLER
DONALD W. McEWEN
ROBERT L. WEISS
JONATHAN U. NEWMAN
JOHN R. FAUST, JR.
JOSEPH J. HANNA, JR.
DEAN P. GISVOLD
GEORGE C. REINMILLER
ROBERT D. RANKIN
THOMAS L. GALLAGHER, JR.
VICTOR W. VANKOTEN
ALBERT J. BANNON
ROBERT B. SMITH
LEROY H. HEMMINGWAY

OF COUNSEL
NICHOLAS JAUREGUY

April 11, 1973

Mr. George Baldwin, Administrator
Highway Division
Department of Transportation
Salem, Oregon 97310

Dear George:

Late last year we corresponded about the noise problem associated with the Canyon Road freeway and tunnel that affects our client, Mrs. Hilda Baar, of 1553 S. W. Upper Hall Street, Portland. You indicated to me at that time that the matter was being studied and that at least a preliminary report on the problem would be prepared by the Highway Division by late March.

The intense noise bombardment of Mrs. Baar's house and property from this freeway remains unabated. We continue to be interested in the results of this study and in the Highway Division's plans to ameliorate the problem.

Would you be so kind as to inform us of the present status of the study and of any plans you may have to deal with this problem?

Very truly yours,

CAKE, HARDY, BUTTLER, McEWEN & WEISS

Herbert C. Hardy

Herbert C. Hardy

HCH:LHH:ej

RECEIVED
APR 16 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Mr. A. E. Johnson
Deputy State Highway Engineer
Highway Building
Salem, Oregon 97310

5-4-73

Dear Mr. Johnson:

Thank you very much for taking the time to answer my very angry post card. (Your answering letter is dated April 13, 1973 if you need remembrance!) Ifeel very pleased that you would take the time and at your response. Sometimes we, the public, do not always appreciate or understand the workings going on around us and it sure helps when someone will explain it to us.

I have one more request! I did not make up that information but had gotten it from a small but humorous article in the Portland Oregonian newspaper in the spring of 1972. As a PTAmember during this time we were working to get some type of traffic slow down on the main highway by Joseph Gale School in Forest Grove since so many elementary students crossed there. When this article appeared it drew attention only to the pleasure aspect of wiring the tunnel, stating something to the effect that a man had requested that he be able to hear his radio as he drove through the tunnel. It also stated the cost to do so ($7,000 ??) and although I cannot remember well enough to quote it, I do know it did not state anything of the safety factor. There were many of us in the discussion and I am trying to locate them and read your letter to them. Could you get on the Oregonian or their files and have them print this new information. I feel it created a very unfavorable view of how tax dollars were spent. I am willing to help in any way or to ask one of the TV Stations to do a public spot on it- correcting this mis-information. I will wait until I hear from you but [redacted] that information festered in my mind everytime I drove through the tunnel until the day I decided to yell at somebody about it. Perhaps you won't think it worth the effort? Let me know if you need a citizen to help make the request.

Sincerely,

Merrie French

Merrie French
Rt 1, Box 206F
Forest Grove, Oregon 97116

RECEIVED
STATE HWY ENGR
MAY 4 73
REFER TO
FOR
Info | Engr | Res Engr | D/R | Sign | Act | File

67418

67418

April 13, 1973

Ms. Merrie French
Route 1, Box 206F
Forest Grove, OR 97116

Dear Ms. French:

This is in response to your recent post card concerning the radio antenna in the Vista Ridge Tunnel in Portland. This matter had the personal attention of the Highway Commission and was installed at their direction for the following reasons.

The majority of Portland radio stations monitor the police radio network and also have contacts with persons having mobile phones and with cab companies whose vehicles are radio equipped. When word is received of a traffic tie-up, stations broadcast a traffic alert, advising motorists to detour or that a particular emergency condition exists.

Prior to the installation of this antenna, non-interrupted radio reception was not possible. There is considerable precedence for this type installation in such places as the Holland Tunnel in New York, the Chesapeake Bay and Hampton Road Tunnels in Virginia, and I understand that in the San Francisco Bay area seven such installations have been completed.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
E. S. Hunter (enc.)
H. S. Coulter "
D. H. Moehring "
L. E. George "
L. W. Rulien "

ja

FORM B-88

6748

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE March 30, 1973

TO A. E. Johnson
Deputy State Highway Engineer

FROM J. B. Boyd
Right of Way Engineer

SUBJECT Vista Ridge Tunnel Construction
Damages to Baar Residence

We have made a deligent search of the files in an effort to locate the original letters requested in R. G. Stephenson's February 26, 1973, letter. We find no other correspondence.

Most pertinent correspondence consists of carbon copies of letters addressed to Donald M. Drake Company. We have arranged the matter we could find chronologically. This appears to be the best that either the Right of Way Branch or the Metropolitan Engineer's office can to on this matter.

JBB:MH
attachment

cc: H. S. Coulter
Jack Sollis

NOTED
A. E. Johnson

RECEIVED
STATE HWY ENGR
MAR 30 '73
REFER TO
FOR
Info | Dist | Div | Dir | Eng | Sec

cy to - Jack Sollis w/cyg ltrs 4-2-73

file

NOTED
H. S. COULTER

BULLIVANT, WRIGHT, LEEDY, JOHNSON, PENDERGRASS & HOFFMAN
(PENDERGRASS, SPACKMAN, BULLIVANT & WRIGHT)

R. R. BULLIVANT
CHARLES E. WRIGHT
ROBERT A. LEEDY
DARREL L. JOHNSON
WALTER H. PENDERGRASS
JACK L. HOFFMAN
DOUGLAS G. HOUSER
DONALD H. BURNETT
RONALD E. BAILEY
CLIFFORD E. ZOLLINGER
RONALD G. STEPHENSON
DOUGLASS M. HAMILTON
STANLEY E. MARTINSON
LAWRENCE WM. JORDAN, JR.
JAMES L. KNOLL
I. FRANKLIN HUNSAKER
ROBERT J. STRASSER

NOTED
JACK L. SOLLIS

ATTORNEYS AT LAW
500 PACIFIC BUILDING
PORTLAND, OREGON 97204
(503) 228-6351

V. V. PENDERGRASS
HUGH L. BARZEE
OF COUNSEL

CHAS. R. SPACKMAN, JR. (1896-1968)

February 26, 1973

NOTED
JACK L. SOLLIS

Mr. Jack Sollis
Attorney General's Office
Room 100 - State Office Building
Salem, Oregon 97310

Re: Vista Ridge Tunnel Construction,
Damages to Baar Residence

Dear Mr. Sollis:

We represent Hilda Baar of 1553 S.W. Upper Hall Street, whose residence and property were damaged as a result of the blasting operations performed by the Drake-Winston Company during the construction of the Vista Ridge Tunnels.

We sent a letter to the Oregon State Highway Department on January 18, requesting the return of original letters and documents which Mrs. Baar had sent to the Department. We received some but not all of the letters.

We would appreciate another search being made to determine the whereabouts of the correspondence sent prior to September 30, 1967. Apparently Mrs. Baar addressed her correspondence as follows: Metropolitan Office, State Highway Commission, Attention Mr. Benedict, 5821 N. E. Glison Street, Portland.

We appreciate your cooperation.

Very truly yours,

R. G. Stephenson

RECEIVED
STATE HWY ENGR
MAR 2 '73

RECEIVED
MAR 7 1973
H. S. COULTER
Assistant State Highway Engineer

REFER TO RGS:rh
Coulter - D. B. Boyd
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Plo Transfer the file w a letter me
DBB

RECEIVED
OCT 10 1967
FOR FILING

41-318(10)
6748

Salem, Oregon
October 9, 1967

G.E. Rohde
Chief Counsel

BUILDING

Attached is a copy of a letter from Prescott W. Cookingham who represents a Mrs. Hilda Baar, and a claim from E. K. Oppenheimer for alleged damage because of the construction of the Vista Ridge Tunnel. Also attached is a list of claimants which we extracted from the contractor who feel they have sustained damage and have not received satisfaction from the insurance carrier.

As you know, the contractor was required to furnish protective public liability and property damage insurance, insuring the Commission and its employees from any liability due to this construction.

It is requested that you forward the Baar and Opponheimer claims to the insurance company.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
att.
cc Forrest Cooper
Tom Edwards
Victor D. Wolfe

COOKINGHAM AND MALETIS
ATTORNEYS AT LAW
SUITE 640 PACIFIC BUILDING
PORTLAND, OREGON 97204

TELEPHONE 228-8491

PRESCOTT W. COOKINGHAM
JAMES C. MALETIS

LEO J. HANLEY 1925-1958

Admin.

October 5, 1967

Oregon State Highway Department,
Salem, Oregon

Gentlemen:

I represent Mrs. Hilda Baar, who lives and owns a residence located at 1553 S. W. Upper Hall Street, Portland, Oregon, 97201.

During the blasting that was performed while your department and the contractors were building a tunnel by-passing portions of Canyon Road, which tunnel was almost directly under Mrs. Baar's house, there were numerous blasts which caused extensive damage to her home and she has been subjected to nervous pressures which have injured her health.

I have written to the contractor, Donald M. Drake Company, 1600 N. W. Savier Street, Portland, Oregon, claiming damages;but was advised, rather abruptly, that there could not have been any damage to her house from the blasting operations.

Under the circumstances, it will be necessary for Mrs. Baar to file a suit to recover such damages and it will be necessary to join the State of Oregon Highway Commission as a party to this suit. I mention this in case you may care to investigate the attitude of the contractor and its insurance adjuster who, apparently, do not wish even to discuss the matter.

Respectfully submitted,

Prescott W. Cookingham

PRESCOTT W. COOKINGHAM

PWC:er

RECEIVED
OCT 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 6 1967
OREGON
STATE HIGHWAY COMMISSION

FORM E-50 50M 10-63

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
October 3, 1967

SUBJECT: Blasting Complaints
Vista Ridge Tunnel
Contract: 6748

To: Mr. R. L. Porter
Deputy State Highway Engineer
State Highway Building
Salem, Oregon 97310

In response to your request, I asked the tunnel contractor for a list of the people who had complained of blasting damage. The contractor appeared very reluctant to furnish the list. Mr. Mayer phoned me to ask the purpose of the list, then agreed to furnish it. The list reached my desk today and I am forwarding a copy to you and to Mr. Morgan. I am also sending along a copy of a letter received from Mrs. Hilda Baar. She has written several previous letters.

Check marks on the contractor's list indicate individuals who have also complained to us. These complaints were then referred to the contractor.

I realize this information probably comes too late to serve your original purpose, but thought you would want the information for record anyway.

A. E. Johnson
Metropolitan Engineer

By A. V. Benedict

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh

Enclosures

cc F. D. Morgan (Enc)
William Ikola (Enc)

RECEIVED
OCT 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

DRAKE-WINSTON JOINT VENTURERS

P. O. BOX 791 • 503-227-7884
PORTLAND, OREGON 97207

September 30, 1967

Oregon State Highway Department
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Mr. Al Benedict

Subject: Blasting Claims - Vista Ridge Tunnel, Contract No. 6748

Gentlemen:

With this letter we enclose a list of people who have filed claims with us as a result of the blasting operations on the Vista Ridge Tunnel project.

Very truly yours,

DRAKE-WINSTON JOINT VENTURERS

Wm. H. Mayer

Wm. H. Mayer

WHM:jjc
Enclosure

METROPOLITAN ENGINEER
RECEIVED
OCT - 2 1967

BLASTING CLAIMS - VISTA RIDGE TUNNEL PROJECT

DATE	NAME AND ADDRESS
1/13/66	Mrs. George Evans 1829 S. W. Cable
1/26/66	E. C. Burgard 1969 S. W. Mill Terrace
1/13/66	Mr. George Evans 1829 S. W. Cable
2/4/66	H. F. Corbett 1815 S. W. Montgomery
2/14/66	R. D. Lamb 1597 S. W. Upper Hall St.
2/15/66	M. J. Howard 1628 S. W. College
2/16/66	E. A. Wise 1565 S. W. Upper Hall
2/17/66	McDougal, C.B. 1682 S. W. Montgomery Drive
2/17/66	McDougal 1804 S. W. Cable Street
2/8/66	Horstekotte 1760 S. W. West Point Ct.
2/23/66	Mrs. Hilda Baar 1553 S. W. Upper Hall
3/2/66	Mrs. King 177 S. W. Montgomery Drive
3/3/66	Mr. John Nolan 1950 S. W. Market Street
3/3/66	Mr. Wright 1936 S. W. Market
3/24/66	Mr. Cliff Austin 1903 S. W. Cable
4/15/66	Mr. Brewer 1230 S. W. Columbia

DATE	NAME AND ADDRESS
3/10/66	Mrs. Thomas 1795 S. W. Montgomery
10/10/66	Mr. Fred Burke 1738 S. W. Cable
11/9/66	Mrs. Riddle 2557 S. W. Vista
10/28/66	Mr. Robert Davis 1791 S. W. Montgomery
10/24/66	Mr. Richard Gearhart 1960 S. W. 16th
9/19/66	St. Stephens Episcopal 1432 S. W. 13th
9/20/66	Grace Kern 1804 S. W. Cable Street
9/14/66	Evelyn Rambo 1890 S. W. Vista
12/15/66	E. Oppenheimer 1792 S. W. Montgomery Drive
1/3/67	Mrs. Burke 1750 S. W. Vista
1/10/67	D. V. Jennings k636 S. W. Vista
3/11/67	John Nichols 1795 S. W. Montgomery Drive
3/11/67	David Wrench 2627 S. W. Hamilton Court
3/ /67	Lloyd V. Covert

COOKINGHAM AND MALETIS
ATTORNEYS AT LAW
SUITE 640 PACIFIC BUILDING
PORTLAND, OREGON 97204

TELEPHONE 228-8491

PRESCOTT W. COOKINGHAM
JAMES C. MALETIS
ALLARD JAMES HEITKEMPER

LEO J. HANLEY 1926-1958

September 18, 1967

Donald M. Drake Company,
1600 N. W. Savier St.,
Portland, Oregon

Re: Contr 6748
Copy sent I.D. Merchant
9-19-67 AWB

C
O
P
Y

Gentlemen:

During the month of August, my client, Mrs. Hilda Baar, 1553 S. W. Upper Hall Street, Portland, Oregon, wrote you a detailed letter, setting forth the claims and damages resulting from blasting by you in drilling a tunnel through the hill on which her home is located.

It appeared subsequent thereto that the matter was referred to the Oregon State Highway Commission which received a copy of her original letter and statement of damages.

It also appeared that the matter had been referred to an insurance company carrying a liability policy for this construction work.

However, other than some rather vague information as to this claim receiving attention, there seems to have been no definite action taken and certainly Mrs. Baar has received no information or indication that the claim would be recognized or taken care of.

I wish to emphasize that this entire transaction has involved a great deal of disturbance for Mrs Baar. She has been upset during the course of these activities, over a period of time, and she has been very much upset by the fact that the matter has not been receiving the attention which we believe should be given to it.

Will you, therefore, please make it a point to have someone who is authorized to discuss or settle this claim, to get in touch with me, so that we can discuss a possible settlement. In the absence of any such progress in the very early future, there would seem to be no alternative but for Mrs. Baar to bring a suit for all damages against the parties involved.

Frankly, we are very much surprised at the lack of attention given to this claim, as it is an important matter and involves a situation where a property owner has been subjected to a damaging and disturbing experience

Very truly yours,

PRESCOTT W. COOKINGHAM

PWC:er
cc: Mrs. Hilda Baar
Oregon State Highway Department
Metropolitan Engineers Office,
Drake-Winston Joint Venture
Box 791, Portland, Oregon

A B H J V P

6748

January 26, 1973

Bullivant, Wright, Leedy, Johnson, Pendergrass
and Hoffman
Attorneys at Law
500 Pacific Building
Portland, Oregon 97204

Attention: R. G. Stephenson

Gentlemen:

This will confirm Mr. Leonard Lindas' recent phone call and will acknowledge your letter of January 18, 1973, concerning the Drake-Winston Contract No. 6748, Vista Ridge Eastbound Tunnel Section.

As requested we are attaching certified copies of the letters received from Hilda B. Baar.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

CWR:dr

Attachment

bc L. I. Lindas
C. O. Fredrickson

#2

OREGON STATE
HIGHWAY DIVISION
METROPOLITAN SECTION
5821 N. E. Glisan Portland, Oregon 97213 Phone 229-6971

January 19, 1973

BULLIVANT, WRIGHT, LEEDY, JOHNSON, PENDERGRASS & HOFFMAN
Attorneys at Law
500 Pacific Building
Portland, Oregon 97204

#6748 Eastbound
~~#17127 Westbound~~

ATTENTION: R. G. Stephenson

Re: Vista Ridge Tunnel Construction
Damages to Baar Residences

Gentlemen:

Your letter of January 18, 1973 regarding the claim of Hilda Baar whose residence and property were allegedly damaged as a result of the Vista Ridge Tunnel Section has been referred to Mr. Jack Sollis of the Attorney General's office. Mr. Sollis may be contacted at Room 100, State Office Building, Salem, Oregon.

Very truly yours,

H. S. COULTER
Metropolitan Engineer

By:

ORIGINAL SIGNED BY
C. O. FREDRICKSON

C. O. FREDRICKSON
Assistant Metropolitan Engineer

COF: PB

CC: Jack Sollis w/attach.

BULLIVANT, WRIGHT, LEEDY, JOHNSON, PENDERGRASS & HOFFMAN
(PENDERGRASS, SPACKMAN, BULLIVANT & WRIGHT)

R. R. BULLIVANT
CHARLES E. WRIGHT
ROBERT A. LEEDY
DARREL L. JOHNSON
WALTER H. PENDERGRASS
JACK L. HOFFMAN
DOUGLAS G. HOUSER
DONALD H. BURNETT
RONALD E. BAILEY
CLIFFORD E. ZOLLINGER
RONALD G. STEPHENSON
DOUGLASS M. HAMILTON
STANLEY E. MARTINSON
LAWRENCE WM. JORDAN, JR.
JAMES L. KNOLL
I. FRANKLIN HUNSAKER
ROBERT J. STRASSER

ATTORNEYS AT LAW
500 PACIFIC BUILDING
PORTLAND, OREGON 97204
(503) 223-6351

V. V. PENDERGRASS
HUGH L. BARZEE
OF COUNSEL

CHAS. R. SPACKMAN, JR. (1896-1968)

January 18, 1973

Oregon State Highway Department
5821 N. E. Glison
Portland, Oregon 97213

Re: Vista Ridge Tunnel Construction
Damages to Baar Residence

Gentlemen:

We represent Hilda Baar of 1553 S.W. Upper Hall Street, whose residence and property were damaged as a result of the blasting operations performed by the Drake-Winston Company during the construction of the Vista Ridge Tunnels.

We understand this blasting commenced in January of 1966. Mrs. Baar has sent letters to your Department which she needs for the trial in this matter. We would appreciate your searching your records and returning to us all original letters which your Department has within its possession or control.

If for some reason you are unable to do this, please let us know so that we may subpoena such documents. If you need any further information, please feel free to give me a call.

Very truly yours,

R. G. Stephenson

RGS:rh

METROPOLITAN ENGINEER
RECEIVED
JAN 19 1973
ME AME AME AME MDE MTE

FORM E-20 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
October 3, 1967

SUBJECT: Blasting Complaints
Vista Ridge Tunnel
Contract: 6748

To: Mr. R. L. Porter
Deputy State Highway Engineer
State Highway Building
Salem, Oregon 97310

In response to your request, I asked the tunnel contractor for a list of the people who had complained of blasting damage. The contractor appeared very reluctant to furnish the list. Mr. Mayer phoned me to ask the purpose of the list, then agreed to furnish it. The list reached my desk today and I am forwarding a copy to you and to Mr. Morgan. I am also sending along a copy of a letter received from Mrs. Hilda Baar. She has written several previous letters.

Check marks on the contractor's list indicate individuals who have also complained to us. These complaints were then referred to the contractor.

I realize this information probably comes too late to serve your original purpose, but thought you would want the information for record anyway.

NOTED
R. L. PORTER

A. E. Johnson
Metropolitan Engineer

By A. V. Benedict

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh

Enclosures

cc F. D. Morgan (Enc)
William Ikola (Enc)

RECEIVED
OCT 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 20 1972
FOR FILING
L 7418

December 20, 1972

Ms. Marion Thompson, Secretary
Goose Hollow Foothills League
1734 S. W. Market Street
Portland, Oregon 97201

Dear Ms. Thompson:

This is to advise you that our previous Acoustical Engineer has taken a position outside the Highway Division and hence, we will be unable to maintain the planned study schedule for the Vista Ridge tunnel noise investigation. Our new Acoustical Engineer will arrive later this month and after a period of orientation, he will proceed with the study. We now anticipate that the field data acquisition phase of the study will be completed late in March rather than March first as scheduled earlier.

We regret this latest delay and hope that it will be the last. We intend to make every effort to try to find some feasible way to improve the noise situation.

Sincerely,

George H. Baldwin
Administrator of Highways

cc Hilda Bear
Tom Edwards
F. B. Klaboe
R. L. Schroeder
R. E. Royer
L. W. Rullen
L. I. Lindas

TG:ap:lj GHB:fn

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE December 19, 1972

TO R. L. Schroeder
Assistant Highway Engineer

FROM Robert E. Royer
Planning Engineer

SUBJECT Vista Ridge Tunnel

Further discussion with the Environmental Unit regarding the Vista Ridge Tunnel noise study indicates that although there are sufficient data to perform an acoustical analysis of Mrs. Baars home, there are not sufficient data to characterize the entire neighborhood. If we are to tell the Goose Hollow Foothills League that the entire neighborhood is under the 70dBA FHWA noise standard, a more extensive ambient noise survey is required.

Although the additional data are necessary now, I feel the data acquisition should be delayed until our new Acoustical Engineer, Dave Crowell, has arrived and is briefed on the project. After the data are gathered, we will be in a good position to advance or cancel the study. Under the present workload, it is estimated that we could arrive at a recommendation sometime in March.

In the meantime, it is still advisable to proceed with the development of the tree planting program. The bridge section should be directed to proceed with the design and estimate of the tree planting.

Suggested drafts to Mrs. Baar and Goose Hollow Foothills League are attached for your use.

If this approach is not satisfactory I would like to discuss it with you.

NOTED
R. L. SCHROEDER

Attachment

TG:lj

CAKE, HARDY, BUTTLER, McEWEN & WEISS
ATTORNEYS AT LAW
1408 STANDARD PLAZA
PORTLAND, OREGON 97204
226-7321

RALPH H. CAKE
HERBERT C. HARDY
JOHN H. BUTTLER
DONALD W. McEWEN
ROBERT L. WEISS
JONATHAN U. NEWMAN
JOHN R. FAUST, JR.
JOSEPH J. HANNA, JR.
DEAN P. GISVOLD
GEORGE C. REINMILLER
ROBERT D. RANKIN
THOMAS L. GALLAGHER, JR.
VICTOR W. VanKOTEN
ALBERT J. BANNON
ROBERT B. SMITH
LEROY H. HEMMINGWAY

OF COUNSEL
NICHOLAS JAUREGUY

November 14, 1972

Mr. George Baldwin, Administrator
State Highway Division
State Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

Our office represents Mrs. Hilda Baar, 1553 S. W. Upper Hall Street, Portland. On September 12th and 13th, 1972, employees of the State Highway Division monitored sound levels in the vicinity of Mrs. Baar's house at her request. We wish to get a copy of the results of that survey.

Please send us a copy of the report submitted to the Division by the employees who made the measurement. If this information is not available to be forwarded to us by mail, please inform us when and where, in Portland or Salem, the records of this survey would be available for our inspection.

Very truly yours,

CAKE, HARDY, BUTTLER, McEWEN & WEISS

Herbert C. Hardy

Herbert C. Hardy

LHH:ej

RECEIVED
NOV 16 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 13, 1972

TO R. L. Schroeder
Assistant State Highway Engineer

FROM Robert E. Royer
Planning Engineer

SUBJECT Vista Ridge Tunnel

In response to community comment regarding noise levels created by the operation of the Vista Ridge Tunnel and specifically a request by Mrs. Hilda Baar, the Environmental Unit has developed the attached 24-hour graph of sound pressure levels.

As you can see the L_{10} statistical noise level never exceeds the FHWA traffic noise design limit of 70 dBA. This fact raises the question of whether or not we should continue with the special acoustical design studies now being directed by Al Duble.

The engineer design team assigned to this project has identified five or six tentative ways to reduce noise levels, however, they still must evaluate each with respect to cost and engineering feasibility.

With the time demand for the noise barrier design on I-205, it might be better to reassign this team to that project.

In the meantime, Highway's Landscape Architect has tentatively approved the planting of 20- to 30- foot evergreens over low shrubs in the median strip east of the tunnel extrance. The planting of the tree strip will necessitate the installation of safety guardrails on each side, possibly of the GM type.

The only issues that might be raised regarding the action to terminate design studies, relate the commitments, if any made to the Goose Hollow residents and the noise test made by DEQ that showed a reading of 78 dBA.

Sept. 12 & 13, 1972

NOTED
R. L. SCHROEDER

If no commitments have been made, I would suggest that we inform the residents of the area that we are within acceptable standards. This should help us to maintain a consistent stand on not providing treatment when the noise standards are not exceeded.

If, on the other hand, commitments have been made, I would suggest that we plant the trees to see if any improvement might be made. In the meantime, our acoustical design team can be working on other projects.

Pending an administrative decision, we will be happy to prepare letters to be sent to Mrs. Baar.

NA/RER:ap
Attachment

RECEIVED
NOV 13 1972
Office of
Assistant State Highway Engineer

RECEIVED
DEC 21 1972
FOR FILING

6748

December 20, 1972

Mr. Herbert C. Hardy
Cake, Hardy, Butler, McEwen and Weiss
1408 Standard Plaza
Portland, Oregon 97204

Dear Mr. Hardy:

The report to which you refer in your November 14 letter has not yet been prepared. The noise data which was taken at Mrs. Hilda Baar's house has been summarized in the enclosed 24-hour noise chart.

As you may know, our previous Acoustical Engineer has taken a position outside the Highway Division and we are unable to maintain the planned study schedule. Our new Acoustical Engineer will arrive later this month and after a period of orientation, he will proceed with the study. We anticipate that the field data acquisition phase of the study will be completed late in March.

Sincerely,

George H. Baldwin
Administrator of Highways

Enclosure

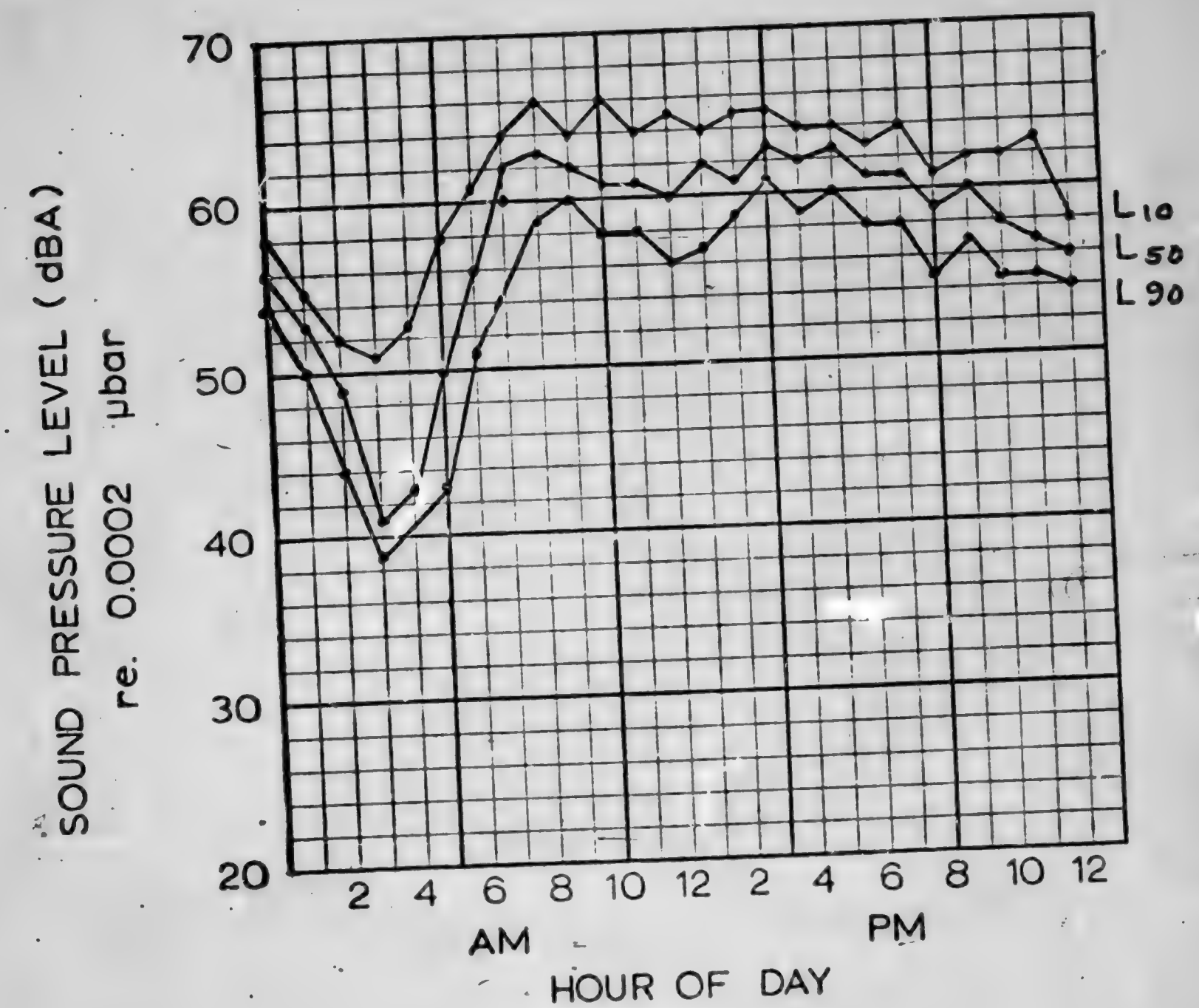
cc Tom Edwards
F. B. Klaboe
R. L. Schroeder
R. E. Royer
L. H. Pullen
L. I. Lindas

TG:apL 1j GHB:fn

ENVIRONMENTAL NOISE STUDY

Vista Ridge Tunnel 1553 SW Upper Hall Street Portland

SITE NO. 17



RECEIVED
OCT 12 1972
FOR FILING

5

6748

October 11, 1972

David B. Charlton, Ph.D.
Charlton Laboratories
P.O. Box 1048
Portland, Oregon 97207

Dear Dr. Charlton:

In reference to Vista Ridge Tunnel traffic noise, a community noise survey has been completed with your home used as one of the data collection sites. This study is being conducted to provide design information on the degree of acoustical focusing from the tunnel retaining wall and to provide base data for a before-and-after effect study.

A design team has been assigned to this project consisting of acoustical, mechanical, and civil engineers and an architect to consider the various alternative approaches to solving the problem. Your previous professional experience has placed you in a position to appreciate the problems concerning the use of acoustical materials in the outdoor environment.

Thank you for your cooperation during the ambient noise study and also for the articles enclosed in your letter.

Sincerely,

George H. Baldwin
Administrator of Highways

cc: Tom Edwards
F. B. Klaboe
R. L. Schroeder
Gary L. Ross
Robert Royer

AD:jly kw

CHARLTON LABORATORIES
unit of METALLURGICAL ENGINEERS, INC.
testing and analyses

2340 S.W CANYON ROAD
P C BOX 1048
PORTLAND, OREGON 97207
503/228-9663

working with MATERIALS ECOLOGY INDUSTRIAL PRODUCTS AND PROCESSES

Byard - R/D for GMB

September 25, 1972

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Bladwin:

As a member of the Goose Hollow Foothills League I am aware of the correspondence with you concerning noise in the area at the ~~west~~ east portal of the Vista Ridge Tunnel. In your letter of August 28 addressed to Marion Thompson, I was pleased to note that modifications to the tunnel entrance will likely be made.

My home property at 1834 S. W. Vista Avenue, extends through to Montgomery Street at a point above and close to the tunnel entrance. Noise from this section of the freeway is quite objectionable and has affected the value of my property. Except for the occasional noisy truck, the traffic formerly going west on Canyon Road was scarcely noticeable. In the acoustical studies now being conducted by your Environmental Unit, one of the sound recording sites selected is on the garage deck at my home.

A copy of my letter addressed to L. B. Day regarding Noise Control is enclosed. I trust that it and the two other items will be of interest to you.

Very truly ~~yours~~,

David B. Charlton, Ph.D.

DBC:lr
enc. L. B. Day (letter to)
Article by Jalmar Johnson
Portland Chamber of Commerce Committee report

RECEIVED
SEP 26 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Noted
Gary L. Ross

CHARLTON LABORATORIES
unit of METALLURGICAL ENGINEERS, INC.
testing and analyses

2340 S.W. CANYON ROAD
P.O. BOX 1048
PORTLAND, OREGON 97207
503/228-9663

working with MATERIALS ECOLOGY INDUSTRIAL PRODUCTS AND PROCESSES

September 18, 1972

COPY
This is a copy of our letter concerning a subject of interest to you. It is sent for your information.

Mr. L. B. Day
Director, Dept. of Environmental Quality
1234 S. W. Morrison Street
Portland, Oregon 97205

Dear Mr. Day:

Re: Noise Control

I am pleased to note the steps being taken by your Department in regard to the subject of NOISE. I attended the public meeting in Portland on June 12 conducted by your staff member Gary Sandberg, at which citizens concerned with noise problems did express their views. Following this and similar meetings about the state I understand that regulations will be promulgated.

Traffic noice, particularly the unnecessary variety of it, is of concern to me and I will express a few of my thoughts on the topic. While trucks and motorcycles are most frequently violating the law and common decency, automobiles driven by show-off characters can also be very irritating.

It seems to me that under present law:

1. Notice could be given to all those who install mufflers that stock mufflers only are permissible and that any modification to increase noise is prohibited.

2. Following a reasonable notification time, all cut-outs and mufflers modified to increase sound must be eliminated. (For example, the resonating device frequently noted on V-W's which extends laterally in plain view at the rear of the car).

3. All automobiles sold in Oregon must have mufflers that control noise to meet a reasonable standard. This would mean that makes, such as Porsche, which are sold with equipment that results in much more noise than do standard American made autos, could not be sold. (Drivers of Porsche and other small cars frequently drive too fast and with snorting noise they buzz around cars going uphill past my home on Vista Avenue and zoom around the bend in front of my laboratory building on Canyon Road.)

4. It should be made known to all citizens of the intent to quiet things down and to require good manners on the part of those who do not have them. Citizens should be encouraged to report instances of those who accelerate noisy car engines in their garage or around the block in their neighborhood in areas where traffic police would not likely be on patrol.

Enclosed are a few items indicating some of my efforts toward noise control. This problem is to be the main topic at the meeting of the Portland Chamber of Commerce Environmental Standards Committee meeting next Thursday at which Gary Sandberg, representing D.E.Q. and Dale Christensen, chairman of the Portland Mayor's Committee on noise will report.

Very sincerely yours,

David B. Charlton, Ph.D.

DBC:lr

Sept/1969

Chamber Board Approves Action On Noise

The Chamber's Board of Directors at its Friday meeting approved several actions with regard to "Community Noise," adopting a sub-committee report which contained the following recommendations:

1. Noise—sound without value—is broadly recognized as an environmental pollutant which adversely affects the health and well being of our citizens.
2. Noise is a problem in Portland, particularly from motor vehicles in the downtown area as evidenced by letters to the editor from city visitors and by complaints from hotel managers. The Portland City Club has a committee study on Noise at this time.
3. Noise pollution abatement today is in about the same stage of development as existed a generation or two ago with respect to air and water pollution. A determined program to combat it is required and the sooner the better.
4. The general public must be made aware of the fact that the right to make a noise is not a fifth freedom. The noisy motorcycle must not be used as a mating call.

We therefore recommend that our Chamber Board,

1. Inform our public officials, particularly the Mayor and City Council and the Multnomah County Commissioners, of its concern regarding community noise, and
2. Suggest that these officials exert leadership in developing public awareness of the regulations pertaining to community noise and of their intention to step-up law enforcement in this area, and
3. Express our willingness to assist in any review of laws pertaining to noise.

A portion of the sub-committee's report on noise control in the Portland area included the following observations:

The City of Portland Code Sections 16-1701 to 1706 (Sept. 1960) deals with a wide range of Noise problems and defines violations. Apparently enforcement has been limited and there does not appear to be much in the way of penalties. Deputy Police Chief Pat Carr was a guest at one of our committee meetings. He indicated that motor vehicle noise was difficult to regulate for the reason that the state law and city code are not very satisfactory in simply stating that the muffler must be in good working order so as "to prevent excessive noise and annoying smoke."

More precise wording with provision for inspection and noise measurement is needed. He also indicated that citizens must cooperate when making complaints regarding noise except that in the case of motor vehicle noise the officers can and do make arrests without requiring citizen complaint. During the past three years there have been about an average of 1300 arrests per year for excessive vehicle noise. Many of these arrests resulted from curfew round-ups on Broadway and elsewhere. Some experimental work has been done with meters to measure traffic noise. Technical problems with equipment were encountered and assistance in the solution of these problems would be welcome.

Multnomah County has Ordinance No. 19, October 1968, dealing with nuisance noises declaring as unlawful the keeping of any radio, musical device, loud-speaking equipment, bird or animal annoying or disturbing county residents and declaring such acts to be a public nuisance and providing for civil abatement and criminal penalties. Attempts to enforce the ordinance have presented difficult and amusing situations. A news report stated that emotional outbursts, character assasinations and sign carrying pickets spiced a Multnomah County Commission meeting when a discussion of routine county business turned to barking dogs, mooing cows, and screeching peacocks. It is obvious that some public education as well as enforcement actions are necessary.

The City ordinance is much more comprehensive in that it enumerates many types of community noise starting with animals and going on to include steam whistles, compressed air equipment, erection and demolition of buildings, mufflers on internal combustion engines, radio and loud speaker equipment particularly those with sound amplifying devices, street noise including shouting, horn blowing, hammering, etc., marathon exhibitions, and helicopters (April 1968 amendment). In three following sections there are regulations pertaining to motor boats, with the Harbor Patrol given jurisdiction to enforce the law, public outcry and noisy loading of material.

While the measurement of noise does present technical problems and it may be difficult to set standards and enforce them, there are some noises that are obviously in violation of the law. The ear shattering waves that jangle the night air as they radiate in all directions from the roaring motorcycle and the diesel truck using compression braking are examples of extremely bad behavior. Such are not due to thoughtlessness, nor to necessity, but simply the desire of the driver to make himself heard (obnoxious). The arrest and penalizing of such persons is certainly in order.

CONVENTION SCHEDULE:
(Sept. 28 to Oct. 4)

Organization	Headquarters	Date	Attendance
General Grand Chapter Royal Arch Masons	Hilton	Sept. 28 to Oct. 3	N 800
Mayflower Warehousemen's Association	Hilton	Oct. 2-4	N 300
American Assn. for the Surgery of Trauma	Benson	Oct. 2-4	N 300
[illegible]	Cosmopolitan Motor Inn	Oct. 2-5	N 150
Pacific International Livestock Exposition	Mult. County Exposition Center	Oct. 3-11	EVENT
Conf. of Funeral Service Examining Boards	Sheraton	Oct. 4-5	N 200

S-State; R-Regional; N-National; I-International

Published Weekly by the Portland Chamber of Commerce
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Chamber Committees Step Up Fall Activities

With the resumption of Portland's popular Forum, which provides programs of breadth and scope of interest to the Metropolitan Portland business community, and numerous Committee meetings, the Portland Chamber of Commerce has moved into increased Fall activity.

Scheduled meetings at presstime include the following:

Monday, September 29—Forum Committee, noon, The Benson Hotel.

Tuesday, September 30—Personnel Management Committee, 11:45 a.m., 3rd floor, Conference Room, Standard Plaza.

Wednesday, October 1—Trade and Commerce Committee, noon, Heathman Hotel, Parlor D.

Thursday, October 2—Forestry Committee, 11:45 a.m., Cafeteria, Room B, Standard Plaza.

Friday, October 3—Industries Committee, 10:30 a.m., Chamber Board Room.

Sub-Committees at Work on Chamber Public Relations

Chairman Richard J. Turner (Lennen & Newell/Pacific), of the Public Relations Committee, recently appointed several sub-committees to structure courses of action in various Chamber needs.

Richard J. Turner

To a Police Relations Committee he appointed Irv Luiten and Richard J. Syring and named W. W. Marsh as chairman; to a Portland Identity Committee, Turner named Ed Niederkorn chairman; Dick Wright, Jack Matlack and Cork-Mobley as members.

Observing that the Portland Chamber of Commerce will be in its 100th year sometime in 1970, Turner appointed a Centennial Committee to which he named Floyd Bennett, Chairman; Phil Hunt, Henry Ortiz, and Walter Vernstrom.

Responding to a request from the Chamber's Membership Division Manager, Turner appointed a Membership Theme Committee, to which he named Richard McLaughlin, chairman; Robert H. Hazen and Mike Jordan.

Enforcement could stop some irritating noises

aug/72

By JALMAR JOHNSON
Associate Editor, The Oregonian

IN SUMMER, a person becomes acutely aware of that other pollution — noise — that environmental quality authorities now are attacking along with their efforts to reduce the fouling of air, water, and landscape.

JOHNSON

As you sit on your patio or front porch of an evening, trying to enjoy the cool breeze after a hot day, someone invariably disturbs your tranquility by creating an earshattering racket. Sometimes, it's the young man from down the street who drives a red sports car from which the muffler evidently has been removed. Sometimes, it is an even younger motorcycle nut who goes around and around the block, gunning his engine until it rattles your teeth. Or it may be a boy on a motor scooter roaring up and down the sidewalk.

The background noises created by power lawnmowers, ordinary motor traffic, helicopters overhead and jet planes arriving or departing from the airport a few miles away are bad enough. But you become more or less accustomed to them. These sudden, additional rackets send you scurrying, however, for the comparative quiet of the house, where you swelter behind closed doors.

The mosquito problem has been nearly eliminated in this area. Yellow jackets may make dining outdoors unpleasant, but other stinging insects are rather uncommon. In their place, as common nuisances, have come the noisemakers.

Noise, of course, is not new. Some noises of long ago one remembers with considerable pleasure. The whine of a woodsaw cutting a pile of cordwood into stove lengths was a sound of late summer or early autumn. It may have irritated some, but it had a seasonal charm like bringing in the harvest. The flat wheel of a trolley car could be extremely disturbing in the middle of the night. A train whistle, on the other hand, was a melancholy call to adventure in faraway places, unless you lived by the railroad tracks.

A recent article in this paper, which pointed out that excessive noise endangers health in general, as well as the sense of hearing, said many people equate noise with power and, therefore, want to make ungodly sounds. This one can believe. In youth, many of us attached cardboard to our bicycles in such a fashion that it would slap against the spokes to make a noise much like that of a motorcycle. A scooter made of a two-by-four and skate wheels made a satisfying clackety-clack racket as it passed over the expansion joints of a sidewalk.

A Model T, equipped with a cutout, roared as powerfully as a modern airplane. But we pulled the cutout lever on the floor only when outside the city limits, for it was strictly forbidden to drive without a muffler inside a city and we respected the law.

State law now prohibits the driving of a motor vehicle on any highway unless it is equipped with a muffler in good working order and in constant operation. It is unlawful to equip any motor vehicle with a muffler cutout. Only such noise or sound as is "reasonably necessary for proper operation" is permitted by ORS 483.448.

The 1971 Legislature passed a law to protect Oregon citizens "from the hazards and deterioration of the quality of life imposed by excessive noise emissions." It authorized the Environmental Quality Commission to promulgate reasonable rules for the control of levels of noise "emitted into the environment." The commission has been gathering data on which to base such rules and when they are promulgated one may expect the tough-minded commission to proceed against noise in the same manner it has attacked air and water pollution.

Meanwhile, it would help if the already existing law against noisy motor vehicles were enforced. Summer evenings on the porch or patio might be pleasant again, despite the background noises and the yellow jackets.

RECEIVED
AUG 29 1972
FOR FILING

6748

August 28, 1972

Ms. Marion Thompson, Secretary
Goose Hollow Foothills League
1734 S. W. Market Street
Portland, Oregon 97201

Dear Ms. Thompson:

We appreciate your continued interest and concern exhibited in your letter of August 10. I have discussed your suggestions to proceed with tree plantings for the improvement of the visual and acoustical characteristics of the Viste Ridge Tunnel west portal with our Environmental Unit staff.

It was pointed out that although trees and shrubbery are commonly thought of as noise buffers, they become an effective sound blocking devise only when wide, dense plantings are established. (The sound level attenuation--reduction--attributed to a dense forest is approximately 2-5 dba per 100 linear feet at traffic noise frequencies.)

The median strip near the west portal is not wide enough to allow a planting which would result in a significant noise level reduction (6 dba or more). Consequently, the goal to significantly reduce the sound level in the vicinity of the west portal requires another method of noise reduction.

As previously discussed, we feel that acoustical modification and treatment of the tunnel entrance will be the ultimate solution. The Highway Division will continue to work on this problem at as rapid a pace as possible.

However, inclement and cold, dry weather has an effect on the noise level and should be included as part of the study considerations. Therefore, I have requested that the engineering analysis phase of the project be completed by March 1, 1973. Actual modifications to the tunnel entrance should commence a short time after review of the study.

Since plantings would be an ineffective sound treatment, they will not be recommended as such. However, the value of taller plantings as a visual buffer is recognized and will be considered along with future landscaping improvements.

I hope we can continue to work together in trying to resolve this problem.

Sincerely,

George M. Baldwin
Administrator of Highways

cc Mrs. Hilda Bear

Tom Edwards
F. B. Klaboe
R. L. Schroeder
R. E. Royer
L. W. Rullen
DRB:wj fn

Bob

Roger - c/o for GHLB

copy: JE F BK RLS

Goose Hollow Foothills League

WALTER POWELL
PRESIDENT

JOHN F. HAVILAND
VICE PRESIDENT

MARION THOMPSON
SECRETARY

JOAN ROUZIE
TREASURER

AUGUST 10, 1972

MR. GEORGE M. BALDWIN, ADMINISTRATOR OF HIGHWAYS
OREGON STATE HIGHWAY DIVISION
HIGHWAY BUILDING
SALEM, OREGON 97310

DEAR MR. BALDWIN,

THANK YOU FOR YOUR LETTER OF AUGUST 2, 1972 REGARDING THE VISTA RIDGE TUNNEL NOISE. WE APPRECIATE YOUR COURTESY IN KEEPING US ADVISED OF CONTINUING INVESTIGATION INTO THE PROBLEM.

AT ONE TIME MRS. BAAR SUGGESTED PLANTING TREES ON THE HIGHWAY EMBANKMENTS, ALLOWING THAT IT WOULD TAKE TIME TO DEVELOP A FOREST CORRIDOR WHICH WOULD ABSORB SOME OF THE SOUND. IT APPARENTLY WILL ALSO TAKE TIME (AND PROBABLY CONSIDERABLE MONEY) TO RESEARCH, AND THEN, (IF A THEORETICAL SOLUTION IS FOUND) ACCOMPLISH A DAMPENING OF THE SOUNDS BY STRUCTURALLY ALTERING THE TUNNEL ENTRANCE.

LAST YEAR SPRINKLING SYSTEMS WERE INSTALLED ON THESE EMBANKMENTS, SOME SHRUBS AND VINES PLANTED. UNTIL THIS WEEK, WHEN THE SPRINKLERS WERE TURNED ON FOR THE FIRST TIME THIS YEAR, THE PROJECT APPEARED TO HAVE BEEN ABANDONED. IF THERE ARE FUNDS STILL AVAILABLE WE WOULD LIKE TO SUGGEST THAT TREES BE PLANTED AS A POSITIVE MOVE TOWARD REDUCING THE NOISE POLLUTION DURING THIS INTERIM WHILE RESEARCH INTO TUNNEL ALTERATION CONTINUES. IT IS OUR UNDERSTANDING THAT EVERGREENS OF SUBSTANTIAL SIZE COULD BE TRANSPLANTED, THAT ENGLISH LAUREL IS ALSO APPROPRIATE (AND FAST GROWING). COST SHOULD NOT BE OUT OF REASON CONSIDERING THE BENEFITS OF NOISE REDUCTION, IMPROVED AIR QUALITY AND IMPROVED APPEARANCES.

AGAIN, THANK YOU FOR YOUR ATTENTION TO THIS MATTER..... THE NOISE IS EXTREMELY OPPRESSIVE TO RESIDENTS OF THE AREA. WE FEEL THAT THE TREE PLANTING SUGGESTION HAS DEFINITE POSSIBILITIES FOR IMPROVING THE CONDITION AND WILL LOOK FORWARD TO YOUR REPLY.

SINCERELY,

(MS.) MARION THOMPSON, SECY.
GOOSE HOLLOW FOOTHILLS LEAGUE
1734 S.W. MARKET STREET
PORTLAND 97201

CC-MRS. HILDA BAAR
MR. WALTER POWELL

Noted
Gary L. Ross

RECEIVED
AUG 14 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
JUL 27 1972
FOR FILE

TOM McCALL
GOVERNOR

6-1-72

U-318(10)

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

July 13, 1972

Mrs. Alvin M. Beers
3411 N. E. 83rd Avenue
Portland, Oregon 97220

Dear Mrs. Beers:

Thank you for writing to express your thoughts on the Highway Commission's decision to install antennas in the Vista Ridge Tunnel on Highway 26 near Portland.

I am always concerned when citizens challenge the fiscal habits of any of our governmental agencies. I realize that a general disappointment in the manner in which any one money matter is handled will have serious repercussions on some wholly unrelated activity.

Contrary to the beliefs of many, the Highway Commission did not make the radio reception improvements to the Vista Ridge Tunnel merely so automobile travelers could enjoy their favorite musical or variety show. That section of the Sunset Highway and connecting streets is subject to serious and dangerous traffic tie-ups. The Commission believed that it was importment for drivers to have continuous access to traffic alert announcements and emergency broadcasts so that they might plan alternative routes. In view of the possibilities for greater congestion, possible injury and damage which might occur without notice, I think their action was a wise use of public funds.

Sincerely,

Tom McCall

Governor

TM:da

Noted
GEORGE M. BALDWIN
RECEIVED
JUL 20 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

6-22-72 Beers to Hwy

Mrs. Alvin M. Beers
3411 N. E. 83rd Avenue
Portland, Oregon 97220

Dear Mr. McCall,

The inclosed article reflects, I believe, the frustrations of we the tax payer. How dare you permit the spending of $8,000.00 for such nonsence. I for one resent you using may share of this amount for such things.

You worry about the voters turning down levies that are needed (Schools for one) and we hear stories where thousands of dollars wasted on such trivials.

I for one will vote no on all money measures until someone with <u>some</u> money judgement is working for us.

This amount could have College educated a deserving youth who has abilites to greatness, but because some unethical person wants to receive a radio signal for a few seconds has condemned to a life of poverty.

Shame on you.

Mrs. Beers

RECEIVED
JUN 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Vista tunnel antenna fails

The State Highway Division's $8,000 antenna to allow radio reception in the Vista Ridge Tunnel in S.W. Jewett Portland has been out of commission for most of a year after it was installed.

"Fortunately, it was still under warranty," said Larry Rutter, district engineer.

He said the antenna quit working last Friday, but should be back in service by the end of next week. Failure of a transistor unit in the circuit board caused the problem, he added.

The antenna was installed in October, 1971, to allow motorists to get clearer reception on their car radio as they travel through the tunnel on U.S. Highway 26.

RECEIVED
JUN 13 1972
FOR FILING

6748

June 9, 1972

Mr. Marion Thompson, Secretary
Goose Hollow Foothills League
1734 S. W. Market Street
Portland, Oregon 97201

Dear Mr. Thompson:

In reference to your letter regarding the reverberation of noise at the entrances of the tunnels of the Highland Interchange to the Sunset Freeway, the Oregon State Highway Division is currently studying the situation to determine methods of solving the problem.

Our engineers did talk with Mrs. Hilda Baar and indicated that there were several things that may be done to deaden the sound but that it would take some study as to what would be the most effective. This is currently being done.

We will contact you as soon as a determination is made.

Sincerely,

George H. Baldwin
Administrator of Highways

cc: Tom Edwards
F. B. Klabee
R. L. Schroeder
Gary L. Ross
R. E. Royer
Albert Duble
L. W. Rullen
W. S. Coulter

GB:KH:fn

Goose Hollow Foothills League

WALTER POWELL
PRESIDENT

JOHN F. HAVILAND
VICE PRESIDENT

MARION THOMPSON
SECRETARY

JOAN ROUZIE
TREASURER

JUNE 5, 1972

MR. GEORGE BALDWIN, ADMINISTRATOR
OREGON STATE HIGHWAY DIVISION
OREGON STATE HIGHWAY BUILDING
SALEM, OREGON
97310

DEAR MR. BALDWIN,

THE NOISE EMANATING AND REVERBERATING AT THE ENTRANCES OF THE TUNNELS OF THE HIGHLAND INTERCHANGE OF THE SUNSET FREEWAY IS MAKING LIFE UNBEARABLE FOR PEOPLE RESIDING IN THIS NEIGHBORHOOD.

EVERY DAY, WITH THE INCREASE IN TRAFFIC THE NOISE BECOMES WORSE.

WE UNDERSTAND THAT YOUR ENGINEERS, IN CONVERSATIONS WITH MRS. HILDA BAAR, HAVE SAID THAT SEVERAL THINGS CAN BE DONE TO DEADEN THE SOUND WHICH REVERBERATES FROM THE CONCRETE RETAINING WALLS AT THE MOUTH OF THE TUNNELS AND ALONG THE FREEWAY.

THE NOISE LEVEL MEASURED AT MRS. BAAR'S HOME IS THE SAME, OR WORSE, IN MORE THAN 50 HOMES IN THIS AREA.

IT IS UNFORTUNATE THAT THE NOISE PREVENTION FACILITIES WERE NOT INCORPORATED IN THE ORIGINAL DESIGN OF THE INTERCHANGE AND TUNNELS. HOWEVER, AS A RESULT OF THIS NEGLIGENCE, IT DOES NOT MEAN THAT WE CITIZENS MUST SUFFER BECAUSE OF ERRORS IN DESIGN.

WOULD YOU PLEASE ADVISE US AS TO WHAT ACTION THE OREGON STATE HIGHWAY DEPARTMENT PLANS TO TAKE TO REMEDY THIS TERRIBLE CONDITION, AND HOW SOON.

SINCERELY,

MARION THOMPSON, SECRETARY
GOOSE HOLLOW FOOTHILLS LEAGUE
1734 SOUTHWEST MARKET STREET
PORTLAND, OREGON 97201

CC- HBAAR/PORTLAND

RECEIVED
JUN 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Copies to
Edwards
Klaboe
Schroeder

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1972

SUBJECT:

To: Robert E. Royer
Planning Engineer

O F F I C E

Noise Complaint
Vista Ridge Tunnel
Westbound Entrance

A study of the Vista Ridge Tunnel westbound entrance would involve a survey of the various acoustical materials available and suitable for use outdoors. Vendors will have to be contracted and literature and samples collected. Bridge Section mechanical designers and architects will be consulted to determine a suitable mounting technique. A surface material would be chosen which would transmit noise to the absorbing devices and yet meet the required mechanical, visual and aesthetic qualities. The Landscaping Section should be contacted for comments on the possibility of use of a tree screen in the median section of the tunnel approach.

OSHD has no present legal responsibility to abate Mrs. Baar's noise problem, however, there is the moral obligation approach and the chance to reap some good publicity by attempting to alleviate the noise problem in the hollow opposite the tunnel entrance. Mrs. Baar has been in personal contact with Mr. Jackson and Mr. Baldwin and evidently already has sustained damage to her property from blasting during tunnel construction. Gary Ross is cognizant of the problem and is acting as coordinator for the problem.

Al Duble
Acoustical Engineer

AD:wj
cc: Bill Tebeau
Don Byard
Gary Ross

RECEIVED
MAY 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Noted
Gary L. Ross

#6748

Copies to:
Edwards
Klaber
Schroeder

May 9, 1972

George:

Re: Noise Pollution, i.e.,
Mrs. Baar vs. Vista Ridge Tunnel

I discussed the problem that exists with Mrs. Baar and her neighbors and the noise created by the Vista Ridge Tunnel with Leonard Lindas.

To fill you in, Al Duble and I visited Mrs. Baar and discovered that due to the retaining wall and the angle of the westbound tunnel entrance the sound of trucks, cars, et cetera, entering the tunnel were reflected directly to the hillside above creating a very annoying situation both outside and inside the house. We have measurements of the noise level at the time we were there which was not during peak traffic.

In this case Mr. Lindas said that we were definitely held responsible for doing something about the problem and referred to the case Thoruburg vs. Port of Portland, in which the change from prop planes to jet planes created a nuisance and a devaluation in property within the flight paths.

Leonard feels that our best bet would be to try to reduce the noise level by soundproofing the end of the tunnel and the retaining wall, thus cutting down on the reflected sound.

Gary Ross

Noted
Gary L. Ross

RECEIVED
DEC 17 1971
FOR FILING

December 15, 1971

Mr. F. P. Giepel
Feraview Mobile Home Court
Route 1, Box 621
Rainier, Oregon 97048

Dear Mr. Giepel:

This is in response to your December 10 letter concerning the radio antenna in the Vista Ridge Tunnel in Portland. This matter had the personal attention of the Highway Commission and was installed at their direction for the following reasons.

The majority of Portland radio stations monitor the police radio network and also have contacts with persons having mobile phones and with cab companies whose vehicles are radio equipped. When word is received of a traffic tie-up, stations broadcast a traffic alert, advising motorists to detour or that a particular emergency condition exists.

Prior to the installation of this antenna, noninterrupted radio reception was not possible. There is considerable precedence for this type installation in such places as the Holland Tunnel in New York, the Chesapeake Bay and Hampton Road Tunnels in Virginia, and I understand that in the San Francisco Bay area seven such installations have been completed.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Tom Edwards
E. S. Hunter
R. H. Bothman
R. L. Schroeder
L. W. Rulien

RLP:fn

RECEIVED
NOV 23 1971
FOR FILING
11 3/8 (10)
6748

November 22, 1971

Mrs. Clara Fambro, Secretary
Longshore Auxiliary 5
International Longshoremen's
and Warehousemen's Union
Route 2, Box 259
Portland, Oregon 97231

Dear Mrs. Fambro:

This is in response to your November 17 inquiry concerning the radio antenna in the Vista Ridge tunnel in Portland. This matter had the personal attention of the Highway Commission and was installed at their direction for the following reasons.

The majority of Portland radio stations monitor the police radio network and also have contacts with persons having mobile phones and with cab companies whose vehicles are radio equipped. When word is received of a traffic tie-up, stations broadcast a traffic alert, advising motorists to detour or that a particular emergency condition exists.

Prior to the installation of this antenna, non-interrupted radio reception was not possible. There is considerable precedence for this type installation in such places as the Holland Tunnel in New York, the Chesapeake Bay and Hampton Road tunnels in Virginia, and I understand that in the San Francisco Bay area seven such installations have been completed.

The cost of the Vista Ridge antenna installation was approximately $8500. I know of no plan to make such installation at Arch Cape on US101 at Cannon Beach. This and other tunnels on the Oregon highway system are remote from municipal areas which would obviate the need.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
E. S. Hunter
R. N. Bothman
R. L. Schroeder
L. W. Rulien

RLP:fn kw

ILWU 100

International Longshoremen's and Warehousemen's Union

REFERRED TO FEDERATED AUXILIARIES

Admn
BY SECRETARY

Longshore Auxiliary 5

PRESIDENT

Veva Phillips
1565 - 32nd St.
Milwaukie, Ore. 97222

SECRETARY

Clara Fambro
Rt. 2, Box 259
Portland, Ore. 97231

November 17, 1971

State Highway Commission
State Highway Building
Salem, Ore. 97310

Sirs:

Our women's auxiliary, with members in four Oregon counties voted at a recent meeting to inquire into the reason for wasting tax monies needed for more pressing purposes on installing an aerial in the Vista highway tunnel.

As you know the Governor has called a special session of the Legislature to deal with what he terms the fiscal crisis in this state. If thousands of dollars can be expended on an aerial in a highway tunnel it would appear that there was much merit to the attempt made at the regular session to put state highway funds into the General Fund, so that the worthiness of projects could be weighed.

Kindly inform us what the aerial cost and whether it is planned to install similar devices on all highway tunnels in this state, including the one on Highway 101, near Seaside.

Very truly yours,

Clara Fambro

Clara Fambro, Secretary

cc: State Teasurer Bob Straub

RECEIVED
NOV 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 16 19
FOR
11-318(10)
6-1-4

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

November 8, 1971

NOTED
R. L. PORTER

Mr. Louis F. Stewart
144 Cherry Avenue
Oregon City, Oregon 97045

Dear Mr. Stewart:

It occurred to me, in reading the copy I received of the letter you sent to the Highway Division concerning their work to aid radio reception in Vista Tunnel, that perhaps in your second paragraph you had your finger on the reason for this project.

In that portion of your letter, you say "those who drive through the tunnel should be attending to driving reasonably instead of fiddling with radios." While I certainly agree with you on this, I believe the trouble has been that drivers too often have not been as sensible as might be desired, and have succumbed to the temtation to adjust their radios. Unfortunately, as you probably know, there have been a number of accidents in the tunnel; and this aspect may well have been a contributing factor.

I believe that consideration of traffic safety was a major reason for the Highway Division's decision to do this work; and I hope, viewing it this way, you will be able to regard the project with less displeasure.

Sincerely,

Governor

TM:dj

bcc: Highway

RECEIVED
NOV 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

REFERRED TO
admin
BY SECRETARY

144 Cherry Avenue
Oregon City, Oregon 97045

October 21, 1971

Oregon State Highway Department

Salem, Oregon 97301

Dear sirs;

I protest your recent action in improving radio reception and spending our tax dollars for the benefit of those who are so juvenile as not to be able to be without radio for just a minute or so while driving thru the Vista Tunnel on Highway # 26. The whole thing smacks of immaturity to me, both on the part of the motorists and those who made the decision to be party to the action. I secretly wonder if said motorists bring along their security blankets.

It would seem to me if the radio fan had dug into his own pocket to pay the expense incurred it would have been more to the point. It also seems to me that those who drive thru the tunnel should be attending to driving reasonably instead of fiddling with radios.

In view of the often publicized shortages of funds available to state agencies for necessary uses, I am totally unable to understand any justification for spending money in such manner.

RECEIVED
OCT 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Yours truly,

Louis F. Stewart

Louis F. Stewart

copies to: Governor McCall
The Oregonian

RECEIVED
OCT ... 1971
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 5, 1971

Rep. Gordon Macpherson
Box 205
Waldport, Oregon 97394

Dear Gordon:

In answer to your letter of November 1, concerning a complaint from a constituent that the installation of a radio antenna in the Vista Ridge tunnel at Portland is a waste of taxpayers' funds, I have made some inquiries and find that the chief reason for making this installation was for the purpose of improving radio reception including broadcasts made in the interest of traffic safety.

A number of Portland radio stations, in fact the majority of them in the Portland area, monitor the Portland police radio, and also have contact with persons having mobile phones in their vehicles and cab companies whose vehicles are radio equipped. When word is received of a traffic tie-up on a heavily traveled street or highway caused by a major traffic accident or a serious fire, etc., these stations immediately broadcast a "traffic alert" to their listeners advising them to detour that particular area while the emergency exists. In fact, I personally have heard one station exhort its listeners to stay away from an area where a serious fire is burning so as to not hamper fire department equipment.

Prior to the installation of the antenna in the tunnel to permit uninterrupted radio reception any such broadcast or portion of it that was on the air during the time a vehicle was in the tunnel could not be heard by the vehicle operator. An Oregon Auto Club official informed me that some of their club members would travel a longer more circuitous route via surface streets going to and from downtown Portland rather than use the tunnel for this reason, but are now using the tunnel.

I might add that there is considerable precedent for an installation of this kind. In San Francisco similar installations have been made in seven tunnels some of which are even shorter than the Vista Ridge tunnel, and also such installations have been made in the Holland tunnel in New York, The Chesapeake Bay tunnel and the Hampton Roads tunnel in Virginia.

I trust that the foregoing will give your constituent a little better perspective on why the installation was made. Best regards.

Very truly yours,

R. B. Sipprell
Liaison Engineer

RBS:ob
b/cc - R. L. Porter
Tom Edwards
F. B. Klaboe
E. S. Hunter
Robert Bothman

Sid King, Automobile Club of Oregon

RECEIVED
NOV 3 - 1971
FOR FILE

11-218(10)
6149

November 2, 1971

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon

Dear Mr. Jackson:

In the state of California, there are seven tunnels that are equipped for radio reception. In addition, we know that the following are so equipped: the Holland Tunnel in New York City; the Chesapeake Bay Tunnel; the Hampton Roads Tunnel in Virginia, and the Mall Underpass in Washington, D. C.

All of these structures are as long or longer than the Vista Ridge Tunnel and comprise all of the readily available information.

One of the California tunnels in Monterey and the Mall Underpass Tunnel in Washington, D. C., were both funded with federal money.

If you want me to check through AASHO, I probably could get more complete data if needed.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards

RECEIVED
FORM E-30
FOR FILING

U-318(10)
6748

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 22, 1971

SUBJECT:

To: C. L. Johnson
Chief Radio Engineer

While visiting KGW television studios yesterday, I had an opportunity to see the film clip on the Vista Ridge Tunnel radio project. I compliment you on a fine effort. Reporter John Stossel told me that he was delighted with our cooperation in this story. In his words, he said the story showed that "Highway engineers are masters of their trade but still human beings; that the Division is responsive to the needs and demands of the public; and that Division spokesmen respond with honest answers to fair, but difficult questions."

The tunnel project was not a major one by Division standards. But it did have tremendous public appeal, and if presented properly, goes a long way in helping to create some positive attitudes of the Division. The best public relations practitioners of any organization are the people who know, not the Madison Avenue types in the ivory tower. We are exploring several methods for enabling our resident experts to act as "spokesmen for the Division" when the opportunity avails. Efforts like yours convinces me that we are on the right track.

Original Signed
GARY L. SUND

Gary L. Sund
Public Affairs Director

GLS:ob

cc - Tom Edwards
E. S. Hunter
R. N. Bothman

NOTED
E. S. HUNTER

RECEIVED
OCT 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 29 1971
FOR FILING

11-C-18(16)
6748

Oregon Statesman 10-16
Salem

Communications Gap

Calling Ralph Nader! The Oregon State Highway Division has placed antennas in the ceilings of the Vista Ridge Tunnel in Portland so the residents who live in the West Hills won't have their radio programs interrupted when they drive to their downtown offices.

Ordinarily a tunnel cuts off radio transmission, but not in the Vista Ridge Tunnel where the Portland area AM broadcasts now are being retransmitted from the ceilings.

The special equipment was put in by the Highway Division, not the radio stations, which is an interesting use of highway funds.

What about other sections of the state where radio transmission is interrupted, not only by tunnels but by mountains? If listening to car radios is so important that Portland hill-dwellers can't miss a few bars of music on their way to work, why shouldn't retransmitting stations be installed along remote sections of the highway where radio isn't receivable for miles?

Get out here, Ralph. You've got another job to do.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

(1-2-15(-0)
6'1/4 8

Salem, Oregon
October 15, 1971

Yellow Ribbon
Pub Rel
Hem

SUBJECT:

To: C. L. Johnson
Chief Radio Engineer

As discussed yesterday, KGW Newsman John Stossel has discovered the Vista Ridge Tunnel radio reception improvement project and intends to develop a story. Stossel is an inventive reporter whose stories are generally of the human interest type spliced with levity.

We cannot duck the story. Moreover, I am convinced the item can be portrayed as an indication that Highway engineers are human beings, an attitude not always accepted by the public. I told John you would call Monday or Tuesday and arrange to assist him. In addition to the technical specifics he undoubtedly will ask "why" and "how much". Policy as dictated by Mr. Hunter and Mr. Bothman will control your answers, but be guided by the principle, "honesty is the best policy." In view of pressing assignments, I think an hour is time well spent. John is aware of your busy schedule.

Gary L. Sund

Gary L. Sund
Public Affairs Director

GLS:ob

cc - E. S. Hunter
R. W. Bothman

RECEIVED
OCT 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

RECEIVED
SEP 30 1971
FOR FILING

U-318(10)
6748

September 8, 1971

Mrs. Hilda B. Baar, Secretary
Vista-Ridge Foothills Affairs
1553 S. W. Upper Hall Street
Portland, Oregon 97201

Dear Hilda:

I am embarrassed by the fact that my schedule has been such that I have been unable to get over to see you regarding the matter mentioned in your letter to the Highway Division of August 9.

Because of out-of-town trips and the fact that I will be gone all of next week, it appears doubtful that I will be able to see you until the week of September 20.

I just want you to know that I have not forgotten you, and I will call you to make an appointment just as soon as possible.

Sincerely,

George M. Baldwin

GMB:fn

cc R. L. Porter
Tom Edwards

RECEIVED
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6748

August 17, 1971

Ms. Hilda S. Saar, Secretary
Vista Ridge Foothills Affairs
1553 S. W. Upper Hall Street
Portland, Oregon 97201

Dear Ms. Saar:

This is in response to your August 9 letter concerning air pollution and noise in the Vista Ridge area.

The Stadium Freeway and Vista Ridge Tunnel have been incorporated into the State Highway System after many years of planning which was guided by the Portland-Vancouver Metropolitan Traffic Study group. It has been constructed as a part of the Interstate System and is based on transportation recommendations made over many years of study of the Portland transportation problem.

Freeways do not necessarily add to the number of cars being operated in this area. They merely provide a safe, expeditious way for motorists to reach their destination. Studies have indicated that air pollution is even less from cars moving at freeway speeds than from those moving under stop-and-go conditions normally encountered on city streets.

The Highway Commission does not at this time have plans to plant additional trees. Our environmental staff is studying the matter of noise and has found that planting of trees does not in itself reduce the noise adjacent to the freeways.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Tom Edwards
F. B. Kinboe
Victor D. Wolfe
L. H. Young
Robert L. Schroeder

TE:ja fu

SOUTHWEST HILLS RESIDENTIAL LEAGUE

PORTLAND, OREGON

RECEIVED TO
Admin
BY SECRETARY

August 9, 1971

Edwards
Let me please
8-11
(1)

Oregon State Highway Department
Salem, Oregon

Gentlemen:

It is the concern of the Southwest Hills Residental League what the State Highway Commission has in mind to do about the terrible air and sound pollution, the Foothill Freeway and Vista-ridge tunnel has brought into this whole area, in addition to the visual blight.

We have many members living on the hills around that area, and had a great deal of complaints from them. They patiently waited, and had also hearings before the State Highway Commission about the matter, but nothing had been done so far on your part, the party responsible for the horrible mistake, to bring freeway and tunnel into that residential area.

The planting recently done and partly still underway, may be pleasing to the eye, but is perfectly in-effective in combatting air, and especially sound-pollution. Residents of that entire area can't keep their windows open, nor sleep at night.

We therefore suggest, that instead of planting residential shrubs, you plant a forest -- that means evergreen trees. There is ample space on the strips of land on each side of the freeway, as well as between the two lanes.

We are not asking anything impossible, nor even hard to do; our demand is a simple one, and on your part the least thing you can do, to correct in part the hurt and property devaluation you brought into this whole neighborhood.

This suggestion of planting trees is only one way to alleviate the worst of the sound and air pollution, what else are your plans to do in this emergency?

SOUTHWEST HILLS RESIDENTIAL LEAGUE

PORTLAND, OREGON

We might have to consult the Oregon Enviornmental Council or the National Council for Enviornmental Quality.

May we expect a speedy answer and consequent speedy action from the State Highway Commission?

Very truly yours,

Hilda B. Baar

Hilda B. Baar
Secretary: Vista-Ridge
Foothills Affairs
1553 S. W. Upper Hall Street
Portland, Oregon 97201

Robert Mickelson, Architect
Chairman: Vista-Ridge
Foothills Affairs

CC to: James Hearn, M.D.
President, Southwest Hills Residential League

Members of the Committee:
John Platt
Dan Bassist
John Charlton
Robert Mickelson
Hilda B. Baar

RECEIVED
AUG 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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AUG 1 .. 71
OREGON
STATE HIGHWAY COMMISSION

Mr. Porter

OREGON STATE HIGHWAY COMMISSION

Edwards

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

July 2, 1971

Mr. Wendell B. Barnes
Executive Vice President
Western Wood Products Association
1500 Yeon Building
Portland, Oregon 97204

Dear Wendell:

I am sorry I did not receive your letter dated June 23. Apparently it is either in Salem, Medford, or some other waypoint. In any event, after George mentioned the subject matter I talked to Rod Porter about it and we are setting up to try an experiment on the two Canyon Road tunnels.

Mr. Porter indicated that they had made an investigation some time ago and found some technical difficulties for which an answer has not been found. However, we will make every effort to solve the problem.

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:ejk

NOTED
TOM EDWARDS

RECEIVED
JUL 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

OFFICE OF THE
EXECUTIVE VICE PRESIDENT

Western Wood Products Association

1500 Yeon Building · Portland, Oregon 97204 · Area Code 503/224-3930 · Cable Code: WESTWOOD

RECEIVED
JUL 2 1971
OFFICE OF
Glenn L. Jackson

July 1, 1971

Mr. Glenn Jackson, Chairman
State Highway Commission
Public Service Building
Portland, Oregon 97205

Dear Glenn:

My good friend, George Freck, mentioned that you had not received my letter concerning the radio reception in Oregon tunnels, particularly the one on Canyon Road. I sent it directly to the Highway Commission Office in Salem, and received a reply in the morning mail.

I do not recall having received their reply to my earlier letter, so this must have gone astray someway. In any event, you have the story in the two letters I am enclosing. Apparently, I had received erroneous information that the cost of installation of the tunnel antennae for radio reception was minimal. I am confident that the Oregon Highway Commission has available to it the information on the system used in California, but if not, it would be interesting to learn if California has something new and less costly. In any event, I am satisfied with the reply from the Oregon Highway Commission. I will leave it up to them to follow up the matter in the future.

Cordial good wishes.

Sincerely,

Wendella

Wendella B. Barnes

mw

RECEIVED
JUN 3 - 1971
FOR FILING

LEE JOHNSON
ATTORNEY GENERAL

STATE OF OREGON
DEPARTMENT OF JUSTICE
SALEM, OREGON 97310

XXXXXXXXXXXXXXXXXXXXXXXXX

505 State Highway Building

June 1, 1971

Mrs. Hilda B. Baar
1553 S.W. Upper Hall Street
Portland, Oregon 97201

Dear Mrs. Baar:

Your letter of May 27, 1971, directed to Glenn L. Jackson, Chairman, Oregon State Highway Commission, has been referred to me for answer.

Your letter of May 6 has been received and the matter is being investigated by the undersigned. I have already been in conference with Mr. Walter J. Widmer and his attorney with reference to the tunnel construction. Please feel free to discuss with them the outcome of our meeting.

Following additional investigation by me for the Commission, I'll be in a better position to advise the Commission respecting your claim.

Very truly yours,

LEE JOHNSON
Attorney General

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

LIL:hg

cc - Mr. Glenn L. Jackson
Mr. R. L. Porter

RECEIVED
JUN 2
OFFICE OF

RECEIVED
MAY 10 1971

1553 S. W. UPPER HALL STREET
PORTLAND, OREGON 97201

file copy

11 319 (11)
C 1442

May 6, 1971

Linder
via Edwards

Mr. Glenn L. Jackson
State Highway Commission
Salem, Oregon

Dear Mr. Jackson:

Herewith I am enclosing the text of my presentation before the State Highway Commission on Tuesday, May 4, 1971.

I am aware of the fact that everything I said had been taken down at the hearing, but not knowing if you would pay any attention to the transcript, I want my presentation on your desk before you.

I have been very patient and polite with the highway Commission in the past, as can be seen from the letters to your Commission, and I am afraid that this has been interpreted as weakness.

I am not willing to extend this patients beyond the date of June 22, 1971 set by you. I have no hesitancy whatsoever to proceed against the State Highway Commission, together with Drake-Winston, knowing that the compensation the State is obliged to pay will not come out of the Taxpayers pocket. In a letter from the State Highway Commission, dated Feb. 27, 1968, and signed by Mr. Benedict, it was stated, and I am quoting verbatim: "As Insurer for the construction on the Vista Ridge eastboud tunnel Argonaut Insurance Company is required to hold the State harmless against any claim aris ing out of that contract."

I hope that you can work out a basis for compensation for our damages by June 22, 1971, for all parties concerned.

Very truly yours,

Hilda B. Baar

Hilda B. Baar.

C.C. to: Donald M. Drake. CO.

1553 S. W. UPPER HALL STREET
PORTLAND, OREGON 97201

During the first three weeks of blasting, my house was shaking, but I didn't notice any damages. Then the dynamiting became stronger and the first damages showed up.

Mr. Peterson, from the Argonaut Insurance Company investigated my house, that had been painted inside and outside about one and ½ years before. He saw the first damages on two visits, and assured me that they will fix up everything when the blasting will be over. Later he sounded differently.

On August 9, 1966 after about ten weeks of blasting I wrote a letter to the State Highway Commission in connection with my telephone conversation of May 5, 1966, I had with Mr. Benedict, asking that seismograph recording should be taken inside my house, because Drake-Winston refused to take one. They denied a reading inside my neighbors house also.

I also requested that my house should be inspected as to its present status quo, before the fall blasting will take place, but this, too, was denied. At that time I didn't know that the State Highway Commission indeed had examined several homes across the ravine. None of the homes on my side of the ravine had been examined.

The damages to my house are much more severe than to any other residence in that area.

Also the noise now from the free-way and the tunnels is much greater at my house than at any of my neighbors homes, or the houses above the tunnels on Vista Avenue, Montgomery Street, Westpoint Court, etc. It seems that I received more shock-waves across the ravine, being the first house to catch them, just as I now get the greatest amount of sound-waves across from the freeway.

August 5, 1967 I made my request for damages to Donald M. Drake, together with an opinion of the Teller Construction Company, I sent a copy of the request to the State Highway Commission on August 20, 1967.

September 18, 1967 my attorney, Mr. Prescott W. Cookingham, wrote to the Donald W. Drake Company. The Argonaut Insurance Company, instead of answering Mr. Cookingham's letter, wrote a letter to me that they refused to pay for any damages, because the damages to my house were caused by the natural movement of the Vista Ridge.

At that time I had lived 23 years already at my residence, never had water in my basement, many dozens of cracks of all sizes at my home, pictures falling off the walls, furniture and doors that didn't open, a stove and oven were everything in a cake form, cookie sheet or frying pan flowed to one side, and the floors of my dining room and kitchen on one side visibly, without instrument measurement are much lower than on the other side of the room and kitchen.

1563 S. W. UPPER HALL STREET
PORTLAND, OREGON 97201

The physical damages to my home as of now are between $4,500 and $$,800. How much the future damages, through the injury to the foundation, will be, cannot be estimated at this time.

I have about five sheets of data and individual blasts and the damages that followed the blasts. Of course I could only write down those blasts while at home, I stayed away fnom my house as much as I could. It was too nerve-racking, and the damages to my health were ten times more than the damages to my residence, and never can be restored again. The only reason for not proceeding so far against Drake-Winston was my damaged health.

I have a great deal of evidence reserved for a court trial, also the evidence of the damages through the blasting is still not repaired--except for the water proofing--because I couldn't have lived in the house with the basement, the furnace and laundry facilities under water.

Did the State Highway Commission have a man present at all times while the blasting took place? All I asked at all times in many conversations with Mr. Benedict and letters to the Sate Highway Commission was, to make Drake-Winston reduce the dynamiting charges.

When the second westbound tunnel was built, the blasting--after the initial first blasting of about three or four weeks--got weaker and weaker-- and I heard that the reason for that reduction in the charges was due tc injuries the fisst eastbound tunnel suffered through the blasting.

Drake-Win ston, as well as the State Highway Commission were only concerned about their tunnels, and in total disregard about residences in that area, that was 100% unsuited for dynamiting of tunnels and the construction of freeways with the terrible air and sound pollutih in residential areas.

RECEIVED
MAY 6 - 1971
FOR FILING

FN- [illegible]

NOTED
R. L PORTER

(11-21-(16)
6-1-71

Speed check
Sunset Hwy - (Canyon Rd.)

Location - 0.65 mile west of Tunnel - PM 73.77
Date - Monday, 3/29/71
Time - 8:45 to 9:15 AM
Sample - 100 pass. cars, each direction

Eastbound
85 % - 62.5 mph
Max recorded - 71 mph
93% exceeding 50 mph posted

Westbound
85 % - 59.0 mph.
Max recorded - 65 mph.
70% exceeding 50 mph posted.

Rod
Holcomb contacted 3/30/71. Will put on campaign from Sylvan sta. at once
E

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 14, 1971

SUBJECT: Vista Ridge Eastbound Tunnel
Investigation of Reported
Accident

To: A. E. Johnson
Ass't. State Highway Engineer
State Highway Building
Salem

NOTED
A. E. J...

You requested that an investigation be made of an accident which was reported in the Sunday edition of the Oregonian, January 10, 1971, in which it was reported that there was a five car pile-up in the preceding week at the Eastbound Vista Ridge Tunnel. Attached you will find a copy of this article for your reference. An earlier article in the Friday, January 8, edition indicated that this accident occured on Thursday morning, January 7.

In order to determine the circumstances involved in this accident, we contacted the City of Portland Police Department, the State of Oregon Highway Patrol and the Multnomah County Sheriff's office. None of these agencies had any record of an accident at the eastbound tunnel on the day in question. However, we did learn through the State Police and confirmed by the City of Portland Police that there was an accident on eastbound Canyon Road on the morning of January 7th. However, it occured 200 feet east of the Sylvan undercrossing.

This accident was investigated by Officer Jacobs of the City of Portland Police Department. He was off duty at the time and was on his way to work when he came upon the accident. When questioned about the article in the Oregonian, Officer Jacobs said that there was no accident at the tunnel on the 7th and the Oregonian's article was in error.

Upon receiving Officer Jacob's information, I called Stan Federman of the Oregonian who had written the article in the Sunday Oregonian. Stan told me that his information was received from the Oregonian's police reporter, Mr. Judd Smith. I called Mr. Smith and asked him for the details of the accident. He said that on the morning of January 7th, he received a call from someone on the police dispatcher's desk reporting on the accident. He said he could not recall who the individual was. I asked Mr. Smith if by determining who was on duty at that time I could find out the name of this person and he replied in the negative.

GPO 52475-734

When I had explained to Mr. Smith the extent of our investigation of this accident and that it had been fruitless except for the accident at Sylvan, he apologized for the mistake in the reporting. I told him that I was not aware of any mistake, that I was merely trying to run down the details of the accident that he reported. He said that there must have been a mistake because with the extent of our investigation, if there had been an accident we would have found a record of it either at the State Police office or at the City of Portland Police Department.

Based on all of the above, the only conclusion that I can come to is that the Eastbound Vista Ridge Tunnel accident as reported in the January 10th, edition of the Oregonian did not occur. Incidentally for your information, attached is a copy of a "Letter To The Editor" appearing in the January 14th, edition of the Oregonian which gives a favorable impression of the Canyon Road project and the new tunnel.

Robert L. Schroeder
Metropolitan Engineer

By:

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

Enc

cc: L. W. Rulien
Harry Oswald
Stan Federman,
Oregonian

RECEIVED
JAN 15
OFFICE OF
STATE HIGHWAY ENGINEER

Oregonian 1-10-71

Safety Gear Fails To Halt Wrecks

Vista Ridge Tunnel Still Causes Headaches

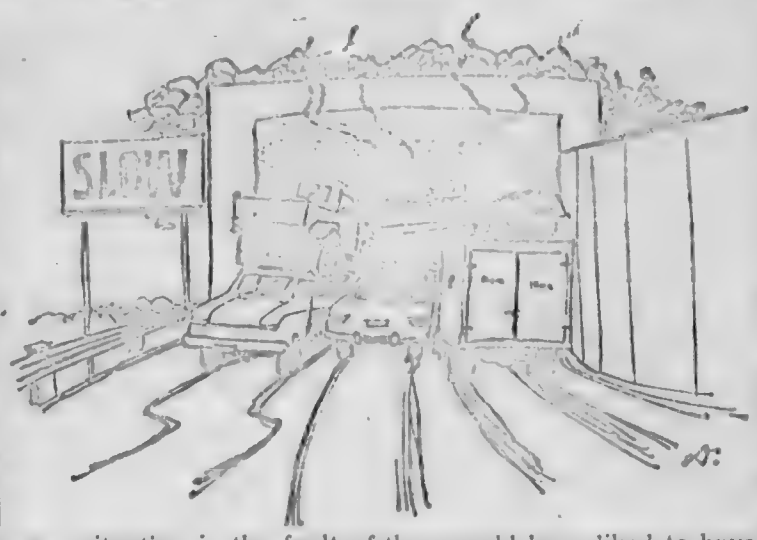
By STAN FEDERMAN
Staff Writer, The Oregonian

State highway engineers still have their headaches with the eastbound Vista Ridge Tunnel.

Despite a reduction in speed limits, more warning signs and supposedly skid-resistant pavement accidents occur in the tunnel.

The latest was a five-car pileup one day last week which caused an hour-long traffic tieup during morning commuting time.

It was the fifth "chain" collision in the tunnel since the eastbound lanes opened last October.



The eastbound tunnel cost $4.3 million and was the final segment of a three-year widening project affecting SW Canyon Road. Some 27,000 vehicles use the tunnel daily.

Since the tunnel opened, the State Highway Division has reduced speed limits from 60 to 45 miles an hour on its approaches.

Engineers installed several new warning signs including a huge "SLOW" in red lights at the entrance and cut "grooves" into the pavement for some 1,500 feet at the entrance to improve tire traction, particularly on rainy days.

Highway engineers claim they can do no more; the rest is up to the motorists, they say.

Engineers also continue to maintain that the accident-prone situation is the fault of motorists who ignore safety signs and are "overdriving" the tunnel section.

They claim some drivers zip through the tunnel and its approaches at speeds of 70 miles an hour.

But many motorists insist the speed factor is merely a highway division coverup for the real fault: poor engineering design.

Chief design criticism by motorists involves the wide curves on the downhill approach lanes to the tunnel. Motorists also complain that vehicles must enter the tunnel at a "blind angle" and, in wet weather, cars have a tendency to pull toward the left side, increasing this problem.

Highway engineers admit they would have liked to have avoided some of the curves and run straighter alignment for the tunnel's approaches and entryway.

"But people forget the terrible slide conditions on both sides of that canyon," said Robert Schroeder, metropolitan highway engineer.

"We had nothing but trouble with slides on the west end of the widening work. Massive shoring jobs had to be done to save hillsides next to the Portland Zoo and Oregon Museum of Science and Industry."

Potential slide hazards were a key reason for the tunnel complex being located in its present position, said Schroeder.

"Examinations showed if we tried to cut deeper into the terrain to get a straighter angle into the tunnel, that whole mountain would have come down on the project."

Schroeder also observed that prior to the tunnels, eastbound motorists on Canyon Road approached the downtown area by driving around a 25-mile-per-hour curve west of Vista Ridge Bridge.

"Compared to that curve, the one approaching the tunnel is quite mild," he said.

Meanwhile, the highway division has taken action on another Portland area traffic headache.

This is more than a decade old and involves the ill-famed "Terwilliger Curves" on Interstate-5 north of the Terwilliger Boulevard overpass.

The curves have been the scene of numerous accidents in northbound lanes and highway maintenance in the area has been expensive.

In recent weeks, the highway division has utilized the pavement "grooving" method on some three-quarters of a mile of I-5.

Safety Stressed

And on Jan. 28, the division will open bids for a project involving numerous safety improvements in the Terwilliger area, and on a 5-mile section of I-5 from the Capitol Highway area to N. Portland Boulevard.

The project calls for removal of the metal median barrier and construction of new concrete barrier. The latter is designed to absorb the shock of a car's impact and send the vehicle back into the stream of traffic.

When a vehicle hits the metal barrier, it often is caught. Sometimes a vehicle bounces over the barrier into southbound traffic, causing a worse mishap.

The safety project, estimated to cost between $1.5 million and $2 million, includes construction of shoulder barrier, guard rail and impact attenuators on this stretch of I-5.

Signs, Lights Due

There will also be safety revisions of signs and light posts. And speed change lanes will be lengthened from the Multnomah Boulevard and Terwilliger Boulevard on-ramps to the freeway.

But those Terwilliger curves long criticized by Portland motorists as a engineering foulup will not be changed or straightened.

They meet Interstate Highway standards and any overhaul would involve several million dollars, which the highway division says it does not have.

Engineers hope the new safety project will relieve some of the problems. That and more cautious driving by the public they add.

71

Canyon Headaches

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Oregonian 1-14-71

Likes new tunnel

To the Editor: Recent letters published in The Oregonian have directly and indirectly blamed the new highway design for some accidents that have happened at the new tunnel on Canyon Road. Careless driving habits of individuals have been major factors in many of these accidents. Some letter writers have admitted this, but most of them seem to prefer blaming engineers.

Few people have recognized the reduced accident rate on the new highway section compared to frequent accidents, near misses and long delays on the old narrow winding road through the canyon. Few have mentioned the great highway design improvements that have been made there and constructed without completely halting all traffic. Not much credit has been given to recent revisions at the tunnel approaches or for the possibilities of future improvements.

As a whole, it was a difficult design and construction undertaking with many engineers involved who deserve a lot of credit. Few new road construction jobs in bad areas that I have observed were so well planned and finished. Instead of blaming engineers for everything, I want to express some appreciation for the great job they did.

D. HENRY EDEL, JR.,
3375 SW Ridgewood Ave.

NOV 19 1970

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 16, 1970

SUBJECT: Vista Ridge Tunnel Standard Broadcast Radio Reception

To: A. E. Johnson
Asst. State Highway Engineer
ADMINISTRATION

Detailed herein are the results of a study relative to standard broadcast radio reception in the Vista Ridge Tunnel in Portland.

Driving through the westbound tunnel at 45 M.P.H. and with the radio tuned to KXL Portland, the "blackout" period as measured on a stop-watch was 16 seconds.

Driving through the eastbound tunnel at 50 M.P.H. and with the radio tuned to KXL Portland, the "blackout" period measured 13 seconds.

Inspection of the access area above each tunnel revealed that there are rectangular access holes to the tunnel area above each lane line spaced about every 20 feet. It would be possible to suspend insulators from the cover plate over these access holes, downward from the ceiling of the tunnel. Through the suspended insulators we would thread copper wire conductors the full length of the tunnel above each lane line. At each end of the tunnels we would erect pick-up antennas which would be connected to the conductors running through the tunnels.

Although this method has been tried and met with reasonable success in some tunnels, we cannot guarantee its success in this case. Limiting factors are the surrounding terrain, proximity of the desired broadcast stations (AM or FM) and the condition of the individual motorists radio. The type of lighting used in the tunnels is also a source of radio interference.

An estimated cost of materials would be as follows:

Wire 5,000 feet		$ 300.
Lighting arresters	(8)	128.
Insulators	(100)	280.
Eye bolts	(100)	75.
Antennas	(8)	400.
Wire splicers (2 dozen)		25.
Antenna Poles	(8)	400.
Conduit 400 feet		72.
Total		$1,680

NOTED
A. E. Johnson

Estimated cost of labor involed for this project would approach $6,000.

Traffic in the tunnel would have to be diverted while threading the wire through the insulators over each lane line.

The communications unit will not proceed further with this project pending receipt of administrative direction.

R. N. Bothman
Maintenance Engineer

By:
C. L. Johnson
C. L. Johnson
Chief Radio Engineer

CLJ:jeb

RECEIVED
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STATE PARK ENGINEER

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Monthly transaction number 11-447	FORM PR-2A (Rev. 10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	State Oregon
Project report number 15	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 11-6-70	County Multnomah
Modification number 3		Project number U-318(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 29, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,534,391.00	$ 4,543,860.92
Federal funds	$ 2,876,700.00	$ 2,887,169.23
Other revisions		

This modification is made for the following reasons:

Based on final voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 6th day of November, 1970.

Oregon State Highway Division
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
For R. E. Simpson

Monthly transaction number -7-43	PR-2A (Rev. 10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 7-31-70	State Oregon
Project report number 14		County Multnomah
Modification number 2		Project number U-318(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 29, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,691,557	$ 4,534,391
Federal funds	$ 2,976,700	$ 2,876,700
Other revisions		

This modification is made for the following reasons:

Decrease in cost by a reduction of contract bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of July, 1970.

Oregon State Highway Division
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
for R.E. Simpson

Oregon State Highway Division

Federal Aid
Project No. U-318(10)

VISTA RIDGE EASTBOUND TUNNEL SECTION OF THE

SUNSET HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, July 21, 1970

Revised Project Agreement Estimate.

Type Code X999
(Sta. TEB 29+77 to Sta. TEB 44+66)
Roadway (Retaining Walls & Planters) (Contract No. 6748

Subtotal on previous estimate of January 21, 1966			$3,936,191.62
Previous Estimate			
Tunnel (Retaining Walls & Planters)			
General Excavation, Unclassified	39,000 cu.yds.	2.00	78,000.00
Tunnel Excavation, Unclassified	60,000 cu.yds.	22.66	1,359,600.00
			$1,437,600.00
Revised Estimate			
General Excavation, Unclassified	34,000 cu.yds.	2.00	68,000.00
Tunnel Excavation, Unclassified	49,250 cu.yds.	22.66	1,116,005.00
P.A. 11 Tunnel Excavation, Unclassified	4,886 cu.yds.	22.66	110,716.76
			$1,294,721.76
Net Decrease			(142,878.24)
Subtotal			$3,793,313.38
10% Engr. & Cont.			379,330.62
Total			$4,172,644.00

Type Code X223
"OJ" Line & Rigid Frame Str. (Sta. EB 43+56.07 to Sta. EB 44+36.07)

Total for structure same as estimate of January 21, 1966		$ 361,747.00

Length of Tunnel Section ----------	0.265 mile
Length of Rigid Frame ----------	0.015 mile
Total Length ----------	0.280 mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Tunnel	$4,172,644.00	$2,647,200.00	$1,525,444.00
Structure	361,747.00	229,500.00	132,247.00
Total	$4,534,391.00	$2,876,700.00	$1,657,691.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 26-1053

STATE COPY

Monthly transaction number	PR-2A (5-[illegible]57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
2-69	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
Project report number 6748 10	*(PPM 21-7)*	Project number U-318(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 29, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 4,691,557

Revised Federal funds $ 2,976,700.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 2nd day of February, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)

By [signature]
L. R. Backlund, Administrative Mgr.

USCOMM-DC 61120-P63

Oregon State Highway Department

Federal-Aid
Project No. U-318(10)

VISTA RIDGE EASTBOUND TUNNEL SECTION OF THE SUNSET HIGHWAY IN MULTNOMAH COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices.)(Revised to include P.G.E. work and eliminate work retained in program status.)

Salem, Oregon, January 21, 1966

Type Code X999
(Sta. TEB 29+77 to Sta. TEB 44+66)
Roadway (Retaining Walls and Planters)(Contract No. 6748)

Trench Excavation	1,550 cu.yd.	$ 1.60	$ 2,480.00
Selected Backfill	825 cu.yd.	4.40	3,630.00
Class "A" Concrete	240 cu.yd.	85.00	20,400.00
Metal Reinforcement	36,200 lb.	0.12	4,344.00
Clearing and Grubbing	All Req. (75%)		236,250.00
Ditch Excavation	170 cu.yd.	3.00	510.00
General Excavation	13,700 cu.yd.	2.00	27,400.00
Embankment Foundation Excavation, Unclassified	300 cu.yd.	1.50	450.00
Trench Excavation	5,260 cu.yd.	6.55	34,453.00
Special Backfill in Drains	470 cu.yd.	5.60	2,632.00
Watering	60 M-gal.	5.00	300.00
3/4" - 0 Material in Base	320 cu.yd.	4.50	1,440.00
Stone Base	2,000 cu.yd.	4.00	8,000.00
3/4" - 0 Aggregate in Prime Coat	30 cu.yd.	7.00	210.00
RC-250 Asphalt in Prime Coat	5 ton	80.00	400.00
Class "B" Asphalt Concrete	400 ton	8.00	3,200.00
Class "A" Concrete in Sewers	530 cu.yd.	60.00	31,800.00
Metal Reinforcement in Sewers	55,000 lb.	0.15	8,250.00
Extra for House Connections	3 only	105.00	315.00
Sand-Cement Slurry	54 cu.yd.	30.00	1,620.00
4-inch Sewer Pipe	22 lin.ft.	3.00	66.00
6-inch Sewer Pipe	280 lin.ft.	3.00	840.00
8-inch Sewer Pipe	350 lin.ft.	2.50	875.00
12-inch Sewer Pipe	1,200 lin.ft.	3.80	4,560.00
15-inch Sewer Pipe	700 lin.ft.	4.80	3,360.00
18-inch Sewer Pipe	26 lin.ft.	8.50	221.00
30-inch Sewer Pipe	210 lin.ft.	18.00	3,780.00
36-inch Sewer Pipe	300 lin.ft.	13.00	3,900.00
8-inch Drain Pipe	3,100 lin.ft.	3.00	9,300.00
12-inch Half-Circle Culvert Pipe	15 lin.ft.	8.00	120.00
Concrete Manholes, 15 Feet or Less Deep	14 only	490.00	6,860.00
Concrete Manholes, Over 15 Feet Deep	1 only	660.00	660.00
Offset Manholes	2 only	2,600.00	5,200.00
Concrete Inlets, Type D	2 only	130.00	260.00
Concrete Inlets, Type G	5 only	110.00	550.00
Concrete Inlets, Type P	7 only	105.00	735.00

Concrete Inlets, Type CG	1	only	$ 150.00	$ 150.00
Concrete Inlets, Type CG-1	4	only	155.00	620.00
Special Inlets	2	only	195.00	390.00
Reconstructing Concrete Manholes	2	only	300.00	600.00
Concrete Curbs	60	cu.yd.	50.00	3,000.00
Concrete Walks and Surfacing	230	sq.yd.	5.00	1,150.00
A.C. Concrete Walks	250	sq.yd.	2.00	500.00
Guide Posts, Y-2	26	only	9.00	234.00
Guard Rail	500	lin.ft.	3.00	1,500.00
Type 2 Barricade	50	lin.ft.	3.00	150.00
Rail End Pieces	14	only	5.00	70.00
Wood Felloe Guard	1,060	lin.ft.	2.00	2,120.00
6' Chain-Link Fence	1,600	lin.ft.	2.00	3,200.00
6' x 4' Chain-Link Gates	1	only	65.00	65.00
Install 16-inch Water Main	860	lin.ft.	6.60	5,676.00
				$ 448,796.00

Tunnel
Eastbound

Class "A" Concrete	14,500	cu.yd.	$ 66.00	$ 957,000.00
Metal Reinforcement	520,000	lb.	0.12	62,400.00
Structural Steel	1,400,000	lb.	0.20	280,000.00
Ceiling Hangers (44,000 lb.)	All	Required		50,000.00
Treated Timber Lagging	18	M-FBM	738.00	14,184.00
Ventilation Chamber Grating and Ports	All	Required		34,964.00
3/4-inch Standard Brass Pipe	1,750	lin.ft.	3.46	6,055.00
4-inch Standard Steel Pipe	1,700	lin.ft.	7.94	13,498.00
6-inch Metal Perforated Drain Pipe	2,000	lin.ft.	6.70	13,400.00
Special Backfill in Drains	50	cu.yd.	22.60	1,130.00
Control Room Roofing and Appurtenances	All	Required		3,760.00
1-inch Electrical Conduit	300	lin.ft.	1.50	450.00
1-1/2-inch Electrical Conduit	3,500	lin.ft.	2.00	7,000.00

Tunnel
Westbound

Concrete Caissons	380	lin.ft.	39.00	14,820.00
Class "A" Concrete	2,200	cu.yd.	50.00	110,000.00
Metal Reinforcement	410,000	lb.	0.12	49,200.00
Waterproofing	800	sq.yd.	10.60	8,480.00
Ventilation Chamber Grating	All	Required		2,508.00
4-inch Standard Steel Pipe	80	lin.ft.	10.00	800.00
6-inch Metal Perforated Drain Pipe	340	lin.ft.	4.00	1,360.00
Special Backfill in Drains	25	cu.yd.	12.80	320.00
1-inch Electrical Conduit	30	lin.ft.	1.50	45.00
1-1/2-inch Electrical Conduit	150	lin.ft.	2.00	300.00

Tunnel (Retaining Walls and Planters)

Trench Excavation	6,500 cu.yd.	$ 1.60	$ 10,400.00
Selected Backfill	4,175 cu.yd.	4.40	18,370.00
Furnish 10 BP 42 Steel Piling	1,935 lin.ft.	4.00	7,740.00
Drive Steel Piles	38 only	75.00	2,850.00
Splice Steel Piles	10 only	40.00	400.00
Class "A" Concrete	1,850 cu.yd.	85.00	157,250.00
Class "B" Concrete	50 cu.yd.	15.88	794.00
Metal Reinforcement	227,000 lb.	0.12	27,240.00
1-inch Rock Bolts	170 lin.ft.	7.40	1,258.00
1-3/8-inch Rock Bolts	700 lin.ft.	10.84	7,588.00
7/8-inch Stress Rods	320 lin.ft.	8.00	2,560.00
1-1/8-inch Stress Rods	1,900 lin.ft.	10.00	19,000.00
Clearing and Grubbing	All Req. (25%)		78,750.00
General Excavation, Unclassified	39,000 cu.yd.	2.00	78,000.00
Tunnel Excavation, Unclassified	60,000 cu.yd.	22.66	1,359,600.00
			$3,403,474.00
Flagging (57½% of Contractor's Cost)	All Required		$ 5,000.00
Permanent Signing	All Required		350.00
Seeding, Mulching and Wire Netting	All Required		8,000.00
Slide Removal	All Required		50,000.00
Install Temporary Gate	All Required		100.00
			$ 63,450.00

Utilities

Move Water Lines (City of Portland)	All Required	$ 23,980.96
East portion only	All Required	2,166.66
Work by Portland General Electric Co.	All Required	(5,676.00)
Credit for Installing Water Main, City of Portland		$ 20,471.62
	Subtotal	$3,936,191.62
	10% Engr. & Cont.	393,618.38
	Total	$4,329,810.00

Type Code X223
"GJ" Line & Rigid Frame Str. (Sta. EB 43+56.07 to Sta. EB 44+36.07)

Trench Excavation	950 cu.yd.	$ 1.60	$ 1,520.00
Class "A" Concrete	410 cu.yd.	85.00	34,850.00
Metal Reinforcement	56,800 lb.	0.12	6,816.00
Trench Excavation	11,000 cu.yd.	1.46	16,060.00
Class "A" Concrete	3,000 cu.yd.	65.00	195,000.00
Metal Reinforcement	660,000 lb.	0.11	72,600.00
3/4-inch Electrical Conduit	1,250 lin.ft.	1.50	1,875.00
1-inch Electrical Conduit	70 lin.ft.	2.00	140.00
	Subtotal		$ 328,861.00
	10% Engr. & Cont.		32,886.00
	Total		$ 361,747.00

Length of Tunnel Section - - - - 0.265 Mile
Length of Rigid Frame - - - - - 0.015 Mile

Total Length - - - - - - - - - - 0.280 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Tunnel	$4,329,810.00	$2,747,200.00	$1,582,610.00
Structure	361,747.00	229,500.00	132,247.00
Total	$4,691,557.00	$2,976,700.00	$1,714,857.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

VISTA RIDGE EASTBOUND TUNNEL

PROJECT NO. U-318(10)

Work by City of Portland (Water Dept.)

Section No. 1 (East Portion)

Material	$ 8,393.34
Labor	10,551.62
Engineering and Overhead	3,597.14
Equipment	1,438.86
	$23,980.96

Section No. 2 (West Portion)(Will be Nonparticipating)

Work by Portland General Electric Co.

Contract awarded to C. J. Montag & Sons	$ 6,500.00
State's share per agreement (one third)	$ 2,166.66

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
6748 1-15	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 7	12 29 65	COUNTY Multnomah
		PROJECT NO. U-318(10)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Vista Ridge Eastbound Tunnel Section, Sunset Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-13-65	0.280
OTHER *(Specify)*		

FUNDS Fro Nata 6345

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,689,174.	$ 2,963,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer DEC 2 9 1965

Oregon State Highway Department

Federal Aid
Project No. U-318(10)

VISTA RIDGE E. BD. TUNNEL SECTION OF THE

SUNSET HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 6, 1965

Type Code K999
(Sta. TEB 29+77 to Sta. TEB 44+66)
Roadway (Retaining Walls and Planters) (Contract No. 6748)

Trench Excavation	1,550 cu.yds.	$ 1.60	$ 2,480.00
Selected Backfill	825 cu.yds.	4.40	3,630.00
Class "A" Concrete	240 cu.yds.	85.00	20,400.00
Metal Reinforcement	36,200 lbs.	0.12	4,344.00
Clearing and Grubbing	All Req. (75%)		236,250.00
Ditch Excavation	170 cu.yds.	3.00	510.00
General Excavation	13,700 cu.yds.	2.00	27,400.00
Embankment Foundation Excavation, Unclassified	300 cu.yds.	1.50	450.00
Trench Excavation	5,260 cu.yds.	6.55	34,453.00
Special Backfill in Drains	470 cu.yds.	5.60	2,632.00
Watering	60 M-gal.	5.00	300.00
3/4" - 0 Material in Base	320 cu.yds.	4.50	1,440.00
Stone Base	2,000 cu.yds.	4.00	8,000.00
3/4" - 0 Aggregate in Prime Coat	30 cu.yds.	7.00	210.00
RC-250 Asphalt in Prime Coat	5 tons	80.00	400.00
Class "B" Asphalt Concrete	400 tons	8.00	3,200.00
Class "A" Concrete in Sewers	530 cu.yds.	60.00	31,800.00
Metal Reinforcement in Sewers	55,000 lbs.	0.15	8,250.00
Extra for House Connections	3 only	105.00	315.00
Sand-Cement Slurry	54 cu.yds.	30.00	1,620.00
4-inch Sewer Pipe	22 lin.ft.	3.00	66.00
6-inch Sewer Pipe	280 lin.ft.	3.00	840.00
8-inch Sewer Pipe	350 lin.ft.	2.50	875.00
12-inch Sewer Pipe	1,200 lin.ft.	3.80	4,560.00
15-inch Sewer Pipe	700 lin.ft.	4.80	3,360.00
18-inch Sewer Pipe	26 lin.ft.	8.50	221.00
30-inch Sewer Pipe	210 lin.ft.	18.00	3,780.00
36-inch Sewer Pipe	300 lin.ft.	13.00	3,900.00
8-inch Drain Pipe	3,100 lin.ft.	3.00	9,300.00
12-inch Half-Circle Culvert Pipe	15 lin.ft.	8.00	120.00
Concrete Manholes, 15' or less deep	14 only	490.00	6,860.00
Concrete Manholes, Over 15' deep	1 only	660.00	660.00
Offset Manholes	2 only	2,600.00	5,200.00

Concrete Inlets, Type D	2 only	$ 130.00	$ 260.00
Concrete Inlets, Type G	5 only	110.00	550.00
Concrete Inlets, Type P	7 only	105.00	735.00
Concrete Inlets, Type CG	1 only	150.00	150.00
Concrete Inlets, Type CG-1	4 only	155.00	620.00
Special Inlets	2 only	195.00	390.00
Reconstructing Concrete Manholes	2 only	300.00	600.00
Concrete Curbs	60 cu.yds.	50.00	3,000.00
Concrete Walks and Surfacing	230 sq.yds.	5.00	1,150.00
A.C. Concrete Walks	250 sq.yds.	2.00	500.00
Guide Posts, Y-2	26 only	9.00	234.00
Guard Rail	500 lin.ft.	3.00	1,500.00
Type 2 Barricade	50 lin.ft.	3.00	150.00
Rail End Pieces	14 only	5.00	70.00
Wood Felloe Guard	1,060 lin.ft.	2.00	2,120.00
6' Chain Link Fence	1,600 lin.ft.	2.00	3,200.00
6'x4' Chain Link Gates	1 only	65.00	65.00
Install 16-inch Water Main	860 lin.ft.	6.60	5,676.00
			$ 448,796.00

Tunnel
East Bound

Class "A" Concrete	14,500 cu.yd.	$ 66.00	$ 957,000.00
Metal Reinforcement	520,000 lbs.	0.12	62,400.00
Structural Steel	1,400,000 lbs.	0.20	280,000.00
Ceiling Hangers (44,000 lbs.)	All Required		50,000.00
Treated Timber Logging	18 M-FBM	788.00	14,184.00
Ventilation Chamber Grating and Ports	All Required		34,964.00
3/4" Standard Brass Pipe	1,750 lin.ft.	3.46	6,055.00
4" Standard Steel Pipe	1,700 lin.ft.	7.94	13,498.00
6" Metal Perforated Drain Pipe	2,000 lin.ft.	6.70	13,400.00
Special Backfill in Drains	50 cu.yd.	22.60	1,130.00
Control Room Roofing and Appurtenances	All Required		3,760.00
1" Electrical Conduit	300 lin.ft.	1.50	450.00
1½" Electrical Conduit	3,500 lin.ft.	2.00	7,000.00

Tunnel
West Bound

Concrete Caissons	380 lin.ft.	$ 39.00	$ 14,820.00
Class "A" Concrete	2,200 cu.yds.	50.00	110,000.00
Metal Reinforcement	410,000 lbs.	0.12	49,200.00
Waterproofing	800 sq.yd.	10.60	8,480.00

Ventilation Chamber Grating	All Required			$ 2,508.00
4" Standard Steel Pipe	80 lin.ft.	$	10.00	800.00
6" Metal Perf. Drain Pipe	340 lin.ft.		4.00	1,360.00
Special Backfill in Drains	25 cu.yds.		12.80	320.00
1" Electrical Conduit	30 lin.ft.		1.50	45.00
1½" Electrical Conduit	150 lin.ft.		2.00	300.00

Tunnel (Retaining Walls and Planters)

Trench Excavation	6,500 cu.yds.	$	1.60	$ 10,400.00
Selected Backfill	4,175 cu.yds.		4.40	18,370.00
Furnish 10 BP 42 Steel Piling	1,935 lin.ft.		4.00	7,740.00
Drive Steel Piles	38 only		75.00	2,850.00
Splice Steel Piles	10 only		40.00	400.00
Class "A" Concrete	1,850 cu.yd.		85.00	157,250.00
Class "B" Concrete	50 cu.yd.		15.88	794.00
Metal Reinforcement	227,000 lbs.		0.12	27,240.00
1" Rock Bolts	170 lin.ft.		7.40	1,258.00
1-3/8" Rock Bolts	700 lin.ft.		10.84	7,588.00
7/8" Stress Rods	320 lin.ft.		8.00	2,560.00
1-1/8" Stress Rods	1,900 lin.ft.		10.00	19,000.00
Clearing and Grubbing	All Required (25%)			78,750.00
General Excavation, Unclass.	39,000 cu.yds.		2.00	78,000.00
Tunnel Excavation, Unclass.	60,000 cu.yds.		22.66	1,359,600.00
				$3,403,474.00

Flagging (57½% of Contractor's Cost)	All Required	$ 5,000.00
Permanent Signing	All Required	350.00
Seeding, Mulching and Wire Netting	All Required	8,000.00
Slide Removal	All Required	50,000.00
Install Temporary Gate	All Required	100.00
		$ 63,450.00

Utilities

Move Water Lines (City of Portland)	All Required	$ 23,980.96
Credit for installing water main, City of Portland	All Required	(5,676.00)
		$ 18,304.96

Subtotal	$3,934,024.96
10% Engr. & Cont.	393,402.04
Total	$4,327,427.00

Type Code X223
"QJ" Line and Rigid Frame Str. (Sta. EB 43+56.07 to Sta. EB 44+36.07)

Trench Excavation	950	cu.yds.	$ 1.60	$ 1,520.00
Class "A" Concrete	410	cu.yds.	85.00	34,850.00
Metal Reinforcement	56,800	lbs.	0.12	6,816.00
Trench Excavation	11,000	cu.yds.	1.46	16,060.00
Class "A" Concrete	3,000	cu.yds.	65.00	195,000.00
Metal Reinforcement	660,000	lbs.	0.11	72,600.00
3/4-inch Electrical Conduit	1,250	lin.ft.	1.50	1,875.00
1" Electrical Conduit	70	lin.ft.	2.00	140.00
		Subtotal		$ 328,861.00
		10% Engr. & Cont.		32,886.00
		Total		$ 361,747.00

Length of Tunnel Section . . . . . 0.265 miles
Length of Rigid Frame . . . . . 0.015 miles

Total Length 0.280 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Tunnel	$4,327,427.00	$2,735,000.00	$1,592,427.00
Structure	361,747.00	228,000.00	133,747.00
Subtotal	$4,689,174.00	$2,963,000.00	$1,726,174.00
Retained in Program Status			
Work by City of Portland (Water Dept.)	$ 25,000.00	$ 15,000.00	$ 10,000.00
	$4,714,174.00	$2,978,000.00	$1,736,174.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

VISTA RIDGE E. BOUND TUNNEL

PROJECT NO. U-318(10)

Work by City of Portland (Water Dept.)

Section No. 1

Material	$ 8,393.34
Labor	10,551.62
Engineering and Overhead	3,597.14
Equipment	1,438.86
	$23,980.96

Oregon State Highway Department

Federal-Aid
Project No. U-318(10)

VISTA RIDGE E. BD. TUNNEL SECTION OF THE

SUNSET HIGHWAY IN MULTNOMAH COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 5, 1965

Type Code X999
(Sta. TEB 29+77 to Sta. TEB 44+66)
Roadway (Retaining Walls and Planters)

Trench Excavation	1,550	cu.yd.	$ 7.50	$ 11,625.00
Selected Backfill	825	cu.yd.	5.00	4,125.00
Class "A" Concrete	240	cu.yd.	80.00	19,200.00
Metal Reinforcement	36,200	lb.	0.125	4,525.00
Clearing and Grubbing	All	Req. (75%)		18,750.00
Ditch Excavation	170	cu.yd.	3.50	595.00
General Excavation	13,700	cu.yd.	0.90	12,330.00
Embankment Foundation Excavation, Unclassified	300	cu.yd.	0.90	270.00
Trench Excavation	5,260	cu.yd.	5.75	30,245.00
Special Backfill in Drains	470	cu.yd.	6.50	3,055.00
Watering	60	M-gal.	3.00	180.00
3/4" - 0 Material in Base	320	cu.yd.	4.50	1,440.00
Stone Base	2,000	cu.yd.	4.25	8,500.00
3/4" - 0 Aggregate in Prime Coat	30	cu.yd.	7.00	210.00
RC-250 Asphalt in Prime Coat	5	ton	60.00	300.00
Class "B" Asphalt Concrete	400	ton	8.00	3,200.00
Class "A" Concrete in Sewers	530	cu.yd.	70.00	37,100.00
Metal Reinforcement in Sewers	55,000	lb.	0.18	9,900.00
Extra for House Connections	3	only	150.00	450.00
Sand - Cement Slurry	54	cu.yd.	25.00	1,350.00
4-inch Sewer Pipe	22	lin.ft.	2.00	44.00
6-inch Sewer Pipe	280	lin.ft.	2.50	700.00
8-inch Sewer Pipe	350	lin.ft.	3.00	1,050.00
12-inch Sewer Pipe	1,200	lin.ft.	4.25	5,100.00
15-inch Sewer Pipe	700	lin.ft.	5.00	3,500.00
18-inch Sewer Pipe	26	lin.ft.	8.00	208.00
30-inch Sewer Pipe	210	lin.ft.	18.00	3,780.00
36-inch Sewer Pipe	300	lin.ft.	16.00	4,800.00
8-inch Drain Pipe	3,100	lin.ft.	2.75	8,525.00
12-inch Half-Circle Culvert Pipe	15	lin.ft.	3.00	45.00
Concrete Manholes, 15 Feet or Less Deep	14	only	375.00	5,250.00
Concrete Manholes, over 15 Feet Deep	1	only	600.00	600.00
Offset Manholes	2	only	2,000.00	4,000.00
Concrete Inlets, Type D	2	only	100.00	200.00
Concrete Inlets, Type G	5	only	100.00	500.00
Concrete Inlets, Type P	7	only	110.00	770.00
Concrete Inlets, Type CG	1	only	100.00	100.00
Concrete Inlets, Type CG-1	4	only	120.00	480.00

Special Inlets	2 only	$ 125.00	$ 250.00
Reconstructing Concrete Manholes	2 only	300.00	600.00
Concrete Curbs	60 cu.yd.	50.00	3,000.00
Concrete Walks and Surfacing	230 sq.yd.	4.75	1,092.50
A.C. Concrete Walks	250 sq.yd.	1.75	437.50
Guide Posts, Y-2	26 only	8.50	221.00
Guard Rail	500 lin.ft.	3.00	1,500.00
Type 2 Barricade	50 lin.ft.	4.50	225.00
Rail End Pieces	14 only	5.00	70.00
Wood Felloe Guard	1,060 lin.ft.	1.50	1,590.00
6' Chain-Link Fence	1,600 lin.ft.	2.25	3,600.00
6' x 4' Chain-Link Gates	1 only	70.00	70.00
Install 16-inch Water Main	860 lin.ft.	2.00	1,720.00
			$ 221,378.00

Tunnel
Eastbound

Class "A" Concrete	14,500 cu.yd.	80.00	$1,160,000.00
Metal Reinforcement	520,000 lb.	0.125	65,000.00
Structural Steel	1,400,000 lb.	0.32	448,000.00
Ceiling Hangers (44,000 lbs. @ $0.40)	All Req.		17,600.00
Treated Timber Lagging	18 M-FBM	400.00	7,200.00
Ventilation Chamber Grating and Ports	All Req.		12,000.00
3/4-inch Standard Brass Pipe	1,750 lin.ft.	2.00	3,500.00
4-inch Standard Steel Pipe	1,700 lin.ft.	12.00	20,400.00
6-inch Metal Perforated Drain Pipe	2,000 lin.ft.	4.00	8,000.00
Special Backfill in Drains	50 cu.yd.	5.00	250.00
Control Room Roofing and Appurtenances	All Req.		2,000.00
1-inch Electrical Conduit	300 lin.ft.	1.50	450.00
1 1/2-inch Electrical Conduit	3,500 lin.ft.	2.00	7,000.00

Tunnel
Westbound

Concrete Caissons	380 lin.ft.	40.00	15,200.00
Class "A" Concrete	2,200 cu.yd.	80.00	176,000.00
Metal Reinforcement	410,000 lb.	0.125	51,250.00
Waterproofing	800 sq.yd.	4.00	3,200.00
Ventilation Chamber Grating	All Req.		1,500.00
4-inch Standard Steel Pipe	80 lin.ft.	12.00	960.00
6-inch Metal Perforated Drain Pipe	340 lin.ft.	4.00	1,360.00
Special Backfill in Drains	25 cu.yd.	5.00	125.00
1-inch Electrical Conduit	30 lin.ft.	1.50	45.00
1 1/2-inch Electrical Conduit	150 lin.ft.	2.00	300.00

Tunnel (Retaining Walls and Planters)

Trench Excavation	6,500 cu.yd.	7.50	48,750.00
Selected Backfill	4,175 cu.yd.	5.00	20,875.00

Furnish 10 BP 42 Steel Piling	1,935	lin.ft.	$ 5.00	$ 9,675.00
Drive Steel Piles	38	only	70.00	2,660.00
Splice Steel Piles	10	only	40.00	400.00
Class "A" Concrete	1,850	cu.yd.	80.00	148,000.00
Class "B" Concrete	50	cu.yd.	60.00	3,000.00
Metal Reinforcement	227,000	lb.	0.125	28,375.00
1-inch Rock Bolts	170	lin.ft.	1.50	255.00
1 3/8-inch Rock Bolts	700	lin.ft.	2.00	1,400.00
7/8-inch Stress Rods	320	lin.ft.	1.50	480.00
1 1/8-inch Stress Rods	1,900	lin.ft.	1.75	3,325.00
Clearing and Grubbing	All Req. (25%)			6,250.00
General Excavation, Unclassified	39,000	cu.yd.	0.90	35,100.00
Tunnel Excavation, Unclassified	60,000	cu.yd.	12.00	720,000.00
				$3,029,885.00
Flagging (57½% of Contractor's Cost)	All Req.			$ 5,000.00
Permanent Signing	All Req.			350.00
Seeding, Mulching and Wire Netting	All Req.			8,000.00
Slide Removal	All Req.			50,000.00
Install Temporary Gate	All Req.			100.00
				$ 63,450.00

Utilities

Move Water Lines (City of Portland)	All Req.	$ 28,000.00
Credit for Installing Water Main, City of Portland	All Req.	(1,720.00)
		$ 26,280.00
Subtotal		$3,340,993.00
10% Engr. & Cont.		334,099.00
Total		$3,675,092.00

Type Code I223
"OJ" Line and Rigid Frame Str. (Sta. EB 43+56.07 to Sta. EB 44+36.07)

Trench Excavation	950	cu.yd.	$ 7.50	$ 7,125.00
Class "A" Concrete	410	cu.yd.	80.00	32,800.00
Metal Reinforcement	56,800	lb.	0.125	7,100.00
Trench Excavation	11,000	cu.yd.	4.00	44,000.00
Class "A" Concrete	3,000	cu.yd.	80.00	240,000.00
Metal Reinforcement	660,000	lb.	0.125	82,500.00
3/4-inch Electrical Conduit	1,250	lin.ft.	1.00	1,250.00
1-inch Electrical Conduit	70	lin.ft.	1.00	70.00
Subtotal				$ 414,845.00
10% Engr. & Cont.				41,484.00
Total				$ 456,329.00

Length of Tunnel Section - - - 0.265 Mile
Length of Rigid Frame- - - - - 0.015 Mile
Total length - - - - - - - - - - 0.280 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Tunnel	$3,675,092.00	$2,331,800.00	$1,343,292.00
Structure	456,329.00	289,500.00	166,829.00
	$4,131,421.00	$2,621,300.00	$1,510,121.00

Oregon State Highway Department

Federal-Aid
Project No. U-318(10)

VISTA RIDGE E. BD. TUNNEL SECTION OF THE

SUNSET HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 8, 1965

Type Code X999
(Sta. TEB 29+77 to Sta. TEB 44+66)
Roadway (Retaining Walls and Planters)

Trench Excavation	1,550 cu.yd.	$ 7.50	$ 11,625.00
Selected Backfill	825 cu.yd.	5.00	4,125.00
Class "A" Concrete	240 cu.yd.	80.00	19,200.00
Metal Reinforcement	36,200 lb.	0.125	4,525.00
Clearing and Grubbing	All Required (75%)		18,750.00
Ditch Excavation	170 cu.yd.	3.50	595.00
General Excavation	13,700 cu.yd.	0.90	12,330.00
Embankment Foundation Excavation, Unclassified	300 cu.yd.	0.90	270.00
Trench Excavation	5,260 cu.yd.	5.75	30,245.00
Special Backfill in Drains	470 cu.yd.	6.50	3,055.00
Watering	60 M-gal.	3.00	180.00
3/4" - 0 Material in Base	320 cu.yd.	4.50	1,440.00
Stone Base	2,000 cu.yd.	4.25	8,500.00
3/4" - 0 Aggregate in Prime Coat	30 cu.yd.	7.00	210.00
RC-250 Asphalt in Prime Coat	5 ton	60.00	300.00
Class "B" Asphalt Concrete	400 ton	8.00	3,200.00
Class "A" Concrete in Sewers	530 cu.yd.	70.00	37,100.00
Metal Reinforcement in Sewers	55,000 lb.	0.18	9,900.00
Extra for House Connections	3 only	150.00	450.00
Sand-Cement Slurry	54 cu.yd.	25.00	1,350.00
4-inch Sewer Pipe	22 lin.ft.	2.00	44.00
6-inch Sewer Pipe	280 lin.ft.	2.50	700.00
8-inch Sewer Pipe	350 lin.ft.	3.00	1,050.00
12-inch Sewer Pipe	1,200 lin.ft.	4.25	5,100.00
15-inch Sewer Pipe	700 lin.ft.	5.00	3,500.00
18-inch Sewer Pipe	26 lin.ft.	8.00	208.00
30-inch Sewer Pipe	210 lin.ft.	18.00	3,780.00
36-inch Sewer Pipe	300 lin.ft.	16.00	4,800.00
8-inch Drain Pipe	3,100 lin.ft.	2.75	8,525.00
12-inch Half-Circle Culvert Pipe	15 lin.ft.	3.00	45.00
Concrete Manholes, 15 feet or less deep	14 only	375.00	5,250.00
Concrete Manholes, over 15 feet deep	1 only	600.00	600.00
Offset Manholes	2 only	2,000.00	4,000.00
Concrete Inlets, Type D	2 only	100.00	200.00
Concrete Inlets, Type G	5 only	100.00	500.00
Concrete Inlets, Type P	7 only	110.00	770.00
Concrete Inlets, Type CG	1 only	100.00	100.00
Concrete Inlets, Type CG-1	4 only	120.00	480.00
Special Inlets	2 only	125.00	250.00
Reconstructing Concrete Manholes	2 only	300.00	600.00

Concrete Curbs	60 cu.yd.	$ 50.00	$ 3,000.00
Concrete Walks and Surfacing	230 sq.yd.	4.75	1,092.50
A.C. Concrete Walks	250 sq.yd.	1.75	437.50
Guide Posts, Y-2	26 only	8.50	221.00
Guard Rail	500 lin.ft.	3.00	1,500.00
Type 2 Barricade	50 lin.ft.	4.50	225.00
Rail End Pieces	14 only	5.00	70.00
Wood Felloe Guard	1,060 lin.ft.	1.50	1,590.00
6' Chain-Link Fence	1,600 lin.ft.	2.25	3,600.00
6' x 4' Chain-Link Gates	1 only	70.00	70.00
Install 16-inch Water Main	860 lin.ft.	2.00	1,720.00
Furnish and Install 18-inch Water Main	860 lin.ft.	16.00	13,760.00
			$ 235,138.00
Tunnel Eastbound			
Class "A" Concrete	14,500 cu.yd.	$ 80.00	$1,160,000.00
Metal Reinforcement	520,000 lb.	0.125	65,000.00
Structural Steel	1,400,000 lb.	0.32	448,000.00
Ceiling Hangers (44,000 lb. @ $0.40)	All Required		17,600.00
Treated Timber Lagging	18 M-FBM	400.00	7,200.00
Ventilation Chamber Grating and Ports	All Required		12,000.00
3/4-inch Standard Brass Pipe	1,750 lin.ft.	2.00	3,500.00
4-inch Standard Steel Pipe	1,700 lin.ft.	12.00	20,400.00
6-inch Metal Perforated Drain Pipe	2,000 lin.ft.	4.00	8,000.00
Special Backfill in Drains	50 cu.yd.	5.00	250.00
Control Room Roofing and Appurtenances	All Required		2,000.00
1-inch Electrical Conduit	300 lin.ft.	1.50	450.00
1 1/2-inch Electrical Conduit	3,500 lin.ft.	2.00	7,000.00
Tunnel Westbound			
Concrete Caissons	380 lin.ft.	$ 40.00	$ 15,200.00
Class "A" Concrete	2,200 cu.yd.	80.00	176,000.00
Metal Reinforcement	410,000 lb.	0.125	51,250.00
Waterproofing	800 sq.yd.	4.00	3,200.00
Ventilation Chamber Grating	All Required		1,500.00
4-inch Standard Steel Pipe	80 lin.ft.	12.00	960.00
6-inch Metal Perforated Drain Pipe	340 lin.ft.	4.00	1,360.00
Special Backfill in Drains	25 cu.yd.	5.00	125.00
1-inch Electrical Conduit	30 lin.ft.	1.50	45.00
1 1/2-inch Electrical Conduit	150 lin.ft.	2.00	300.00
Tunnel (Retaining Walls and Planters)			
Trench Excavation	6,600 cu.yd.	$ 7.50	$ 49,500.00
Selected Backfill	4,175 cu.yd.	5.00	20,875.00
Furnish 10 BP 42 Steel Piling	1,935 lin.ft.	5.00	9,675.00
Drive Steel Piles	38 only	70.00	2,660.00
Splice Steel Piles	10 only	40.00	400.00
Class "A" Concrete	1,850 cu.yd.	80.00	148,000.00
Class "B" Concrete	50 cu.yd.	60.00	3,000.00
Metal Reinforcement	227,000 lb.	0.125	28,375.00

3/4-inch Rock Bolts	170 lin.ft.	$	1.50	$ 255.00
1 3/8-inch Rock Bolts	700 lin.ft.		2.00	1,400.00
7/8-inch Stress Rods	320 lin.ft.		1.50	480.00
1 1/8-inch Stress Rods	1,900 lin.ft.		1.75	3,325.00
Clearing and Grubbing	All Required (25%)			6,250.00
General Excavation, Unclassified	39,000 cu.yd.		0.90	35,100.00
Tunnel Excavation, Unclassified	60,000 cu.yd.		12.00	720,000.00
				$3,030,635.00
Flagging (57½% of Contractor's Cost)	All Required			$ 5,000.00
Permanent Signing	All Required			350.00
Seeding, Mulching and Wire Netting	All Required			8,000.00
Relocate Private Sewer	All Required			1,000.00
Install Temporary Gate	All Required			100.00
Sewer and Water Connection (Control Room)	All Required			500.00
				$ 14,950.00
Utilities				
Move P.G.E. Substation	All Required			$ 160,000.00 out
Move Water Lines (City of Portland)	All Required			26,000.00
Move Pole (Bureau of Fire, Portland)	All Required			500.00
Credit for Installing Water Main, City of Portland	All Required			(15,480.00)
				$ 171,120.00
	Subtotal			$3,451,843.00
	10% Engr. & Cont.			345,184.00
	Total			$3,797,027.00

Type Code X223
"OJ" Line & Rigid Frame Str. (Sta. EB 43+56.07 to Sta. EB 44+36.07)

Trench Excavation	850 cu.yd.	$	7.50	$ 6,375.00
Class "A" Concrete	310 cu.yd.		80.00	24,800.00
Metal Reinforcement	46,800 lb.		0.125	5,850.00
Trench Excavation	9,500 cu.yd.		4.00	38,000.00
Class "A" Concrete	2,700 cu.yd.		80.00	216,000.00
Metal Reinforcement	430,000 lb.		0.125	53,750.00
3/4-inch Electrical Conduit	1,250 lin.ft.		1.00	1,250.00
1-inch Electrical Conduit	70 lin.ft.		1.00	70.00
	Subtotal			$ 346,095.00
	10% Engr. & Cont.			34,609.00
	Total			$ 380,704.00

Length of Tunnel Section - - - - 0.265 Mile
Length of Rigid Frame- - - - - - 0.015 Mile
Total Length - - - - - - - - - - 0.280 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Tunnel	$3,797,027.00	$2,358,000.00	$1,439,027.00
Structure	380,704.00	236,000.00	144,704.00
	$4,177,731.00	$2,594,000.00	$1,583,731.00

RECEIVED
NOV 5 - 1970

11 - 1Y(1)
6748

Eastbound

November 2, 1970

Mr. Wendell B. Barnes
2365 S. W. Imperial Court
Portland, Oregon 97225

Dear Mr. Barnes:

Your October 14 letter addressed to this Division's Metropolitan office in Portland has been referred to me for reply. We appreciate your comments on the design of the new tunnels and freeway on Canyon Road, and I am sure that the appearance of this project will be enhanced after we have completed our landscaping in the mouths ahead.

We are investigating the method of implementing the capability of standard broadcast reception in the Vista Ridge Tunnel, and it would appear that such an implementation is possible but would involve the installation of additional equipment. At times, there are rather simple solutions to such problems; however, due to the proximity of station locations to the tunnel, signal strength, and other factors, the solution in this case is not so simple and could be rather expensive.

We have not completed our investigation of the matter but at this time it would appear that because of the shortness of the tunnel, expenditures of funds for radio reception would not be warranted.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms
cc R. L. Porter
Tom Edwards
R. H. Bothman
C. L. Johnson
R. L. Schroeder

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1970

SUBJECT: Vista Ridge Tunnel
Radio Reception

To: A. E. Johnson
Asst. State Highway Engineer

S A L E M

A study is being made on the method and cost of implementing the capability of standard broadcast reception in the Vista Ridge Tunnel.

Normally, this would involve installing standoff insulators from the ceiling of the tunnel over each lane of traffic and stringing copper wire conductors through the tunnel, extending approximately 100 yards beyond each end of the tunnel.

This apparently simple solution is not always the solution however, since the proximity of station locations to this tunnel and their signal strength plus the capability of the individual motorists radio and the station he desires to listen to are all deciding factors in the success of the project.

It is sometimes feasible to use a broadband amplifier to boost the signal levels into the tunnel antenna.

Upon completion of this study a report with our recommendations will be forwarded.

C. L. Johnson

C. L. Johnson 2650
Chief Radio Engineer

CLJ:lgf

cc: R. N. Bothman
C. M. Williams

NOTED
A. E. JOHNSON

RECEIVED
OCT 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

WENDELL B. BARNES
2365 S.W. Imperial Court
Portland, Oregon 97225

October 14, 1970

Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon

Attention: Engineering Department

Dear Sirs:

If you are responsible, I wish to compliment you on the design of the new tunnels and freeway on Canyon Road in Portland. It cuts several minutes off of my driving time each day and, of course, provides much greater safety. The design is excellent and I will be anxious to see its appearance improved as it is landscaped in the months ahead.

There is only one flyspeck in my pleasure. When I drive, I am usually listening to a news broadcast or sometimes a sporting event. The tunnel, of course, interrupts radio reception. I note that the tunnels on freeways in California near Oakland and perhaps elsewhere, have solved this problem by running some kind of a wire through the tunnel. If this is possible and can be included without tremendous cost, I would recommend it as a part of the final completion of this tunnel, as well as in other tunnels in the urban area.

Cordial good wishes.

Sincerely,

Wendell B. Barnes

Wendell B. Barnes

mw

METROPOLITAN ENGINEER
RECEIVED
OCT 15 1970
ME AME AME MOE MDE MTE

RECEIVED
OCT 23 1970
Exhibit G
11-21-70
1114

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
October 20, 1970

SUBJECT: Traffic Volumes
Sunset Highway
Vicinity of Vista Tunnels
Portland

To: F. B. Crandall
Traffic Engineer
State Highway Building
Salem

The westbound Vista Ridge Tunnel and the remaining two-lane section westerly thereof were recently opened to three lanes. Coincident with this change was the opening of the southbound Stadium Freeway to Vista Tunnel ramp. Traffic count data were obtained "before" and "after" these openings and the results are shown on the attached map.

The westbound tunnel traffic increased 2,400 vehicles per day. Westbound Jefferson Street and Burnside Street traffic decreased 1700 and 350, respectively.

The evening outbound peak hour westerly of the tunnel has increased from 3340 to 3860 vehicles. Because of the additional lane now available, lane usage has decreased from 1670 to 1290 vehicles per hour.

This section of highway with an average weekday count of 60,350 vehicles carries more traffic than any other non-interstate section in the State.

In addition to eliminating outbound peak period congestion in the tunnel and on up the Sunset Highway, this improvement has materially aided travel on Jefferson and Burnside Streets during the peak period.

Because it is believed that this information is of general interest, copies are being routed to other persons as indicated below.

RECEIVED
OCT 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Robert L. Schroeder
Metropolitan Engineer

By:

Dennis L. Peterson
Metropolitan Traffic Engineer

DLP:pb
cc: R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
L. P. Shaw
Victor D. Wolfe
F. L. Hall
I. D. Merchant
F. D. Morgan
R. N. Bothman
Don Bergstrom,
City of Portland

SP 82479-794

RECEIVED
OCT 21 1970
FOR FILING

Salem, Oregon
October 20, 1970

R. L. Schroeder
Metropolitan Engineer

PORTLAND

Vista Ridge Westbound Tunnel
Contract No. 7122 - copy
Handling Traffic at the West
End of the Eastbound Tunnel

This will confirm my telephone conversation with you yesterday to the effect that arrangements are being made to send the skid resistance trailer to your area to measure the skid resistant values at the west end of the eastbound tunnel, in the tunnel, and at various locations in the Portland area to make a satisfactory correlation.

As pointed out to you yesterday, it is desirable to erect the neon "SLOW" sign or signs as soon as possible, and I concur in your idea of mounting the existing one-foot letter sign on the Highlands Interchange structure on the existing sign bridge immediately west of the tunnel. It would also appear to be in order to provide one at the portal of the tunnel.

Mr. Edwards has directed that we do not do any pavement grooving until skid tests have been made, after which the subject will be reconsidered.

A. E. Johnson
Assistant State Highway Engineer

AEJ:ms

cc F. B. Klaboe
F. B. Crandall

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
September 21, 1970

SUBJECT: Vista Ridge Westbound Tunnel
Contract No. 7122
Handling Traffic at the West
End of the Eastbound Tunnel

To: Mr. A. E. Johnson
Assistant State Highway Engineer
State Highway Building
Salem

As you know, we have been studying the conditions affecting traffic at the west end of the Eastbound tunnel. This study has been pointed toward reducing the accidents directly inside this tunnel. Mr. Peterson, our Traffic Engineer, has proposed the installation of a neon "SLOW" sign in order to reduce the speed of the traffic. Attached you will find one print each of two drawings showing such an installation together with a copy of a letter from Harry Oswald estimating this installation to cost $6,125.

It is this offices opinion that the cost of this "SLOW" sign could be better spent in grooving the pavement leading up to the tunnel. In support of this opinion, attached you will find a copy of a report on pavement grooving in California which was presented at a Highway Researoh Board meeting in Sacramento last month. This report presents accident studies of pavement grooving projects in California. The report states "pavement grooving has resulted in an 85% reduction of wet pavement accidents in the grocved areas".

Please advise your wishes on how to proceed with this problem.

Robert L. Schroeder
Metropolitan Engineer

By: Edward L. Hardt

NOTED
A. E. JOHNSON

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

Enc

cc: Harry Oswald

RECEIVED
SEP 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BP 52478-734

FORM E-80X—50M—7-66 SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

September 15, 1970

SUBJECT: Vista Ridge Westbound Tunnel
Contract No. 7122

To: Mr. R. L. Schroeder
Metropolitan Engineer
B U I L D I N G

Attn: Mr. E. L. Hardt

Transmitted herewith are four copies of a sketch for a proposed neon " SLOW" sign to be located at the west end of the Eastbound Tunnel.

The sign will have 3 foot high white letter and two tubes of flashing red neon inside the letters. The black background will be 7" x 12'. The sign will weigh about 400 pounds.

There is a type 2A guard rail between the eastbound traffic and the proposed sign location. The cantilever mount indicated on the sketch will give 20 feet of lateral clearance from the left hand westbound travel lane.

It is estimated the installation will cost $ 6,125: Electrical service, $ 800; Neon sign, $ 825 (not a firm quote); Cantilever mount and footing, $ 4,500. The project will underrun the Authorization approximately $ 75,000.

Harry W. Oswald

Harry W. Oswald
Resident Engineer

Encl

12'

SLOW

Neon Sign

"TWB" LINE

"TEB" LINE

"TEB" 42+25

40

40

40

45

45

"CO" LINE

"C" LINE

BEGIN 4" STRIPE

END 4"

BEGIN 4" BRO

OREGON STATE HIGHWAY DIVISION
METROPOLITAN SECTION

Proposed Neon Slow Sign
Vista Ridge East Bd Tunnel
Sunset Hwy

LOC. ENGR. H.W.Oswald DATE Sept 26 1970

SCALE 1"=100' BY H.W.O.

NW Portland
St. Helens

Market St.
City Center

12'

SLOW 47" 36" Letters

Neon Sign

"TEB" LINE

"TEB" 42+25

45 45

"OJ" LINE

END OF PROJECT F-1(13)8(11) STA 53+00

4" BROKEN STRIPE

"C" LINE

BEGIN 4" STRIPE

END 4" STRIPE

BEGIN 4" BROKEN STRIPE

Sign Bridge "TEB" Sta. 47+20

END 4" BROKEN STRIPE

SOUTH 405

EAST 26

Portland Helens

Market St. City Center

Seattle Salem

17'

Sta. "Co" 34+25 to Sta. "Co" 41+75
Remove Guard Rail - 750'

Exist 480V. Serv.
Install 120-240V. Serv.
20A. Disconnect

Const. Type 2 Guard Rail - 550

Install 2-#12TW
from Serv. to J. Box

"OJ" 39+85.00 P.C.C.

-25'

Const. Type 2 Guard Rail - 550

"OJ" LINE

For Profile See Sht. 3A

Const. 4" P.C. Conc. Surfacing

40

15"

8" Sew.

18" Perf.

15"

Wall No. 3

plug

20'

6'-4"

15"

OAD

Const. Type "F" Curb

Const. Type 2 Guard Rail - 650'

"OJ" 41+48.83 P.C.S.

mt.

to Sta. "Co" 41+75

Island

"OJ"
8°30' C.R.
Δ 41°13'30"
T 253.53'

4'	6'	12'	6'	4'
Shld.				Shld.

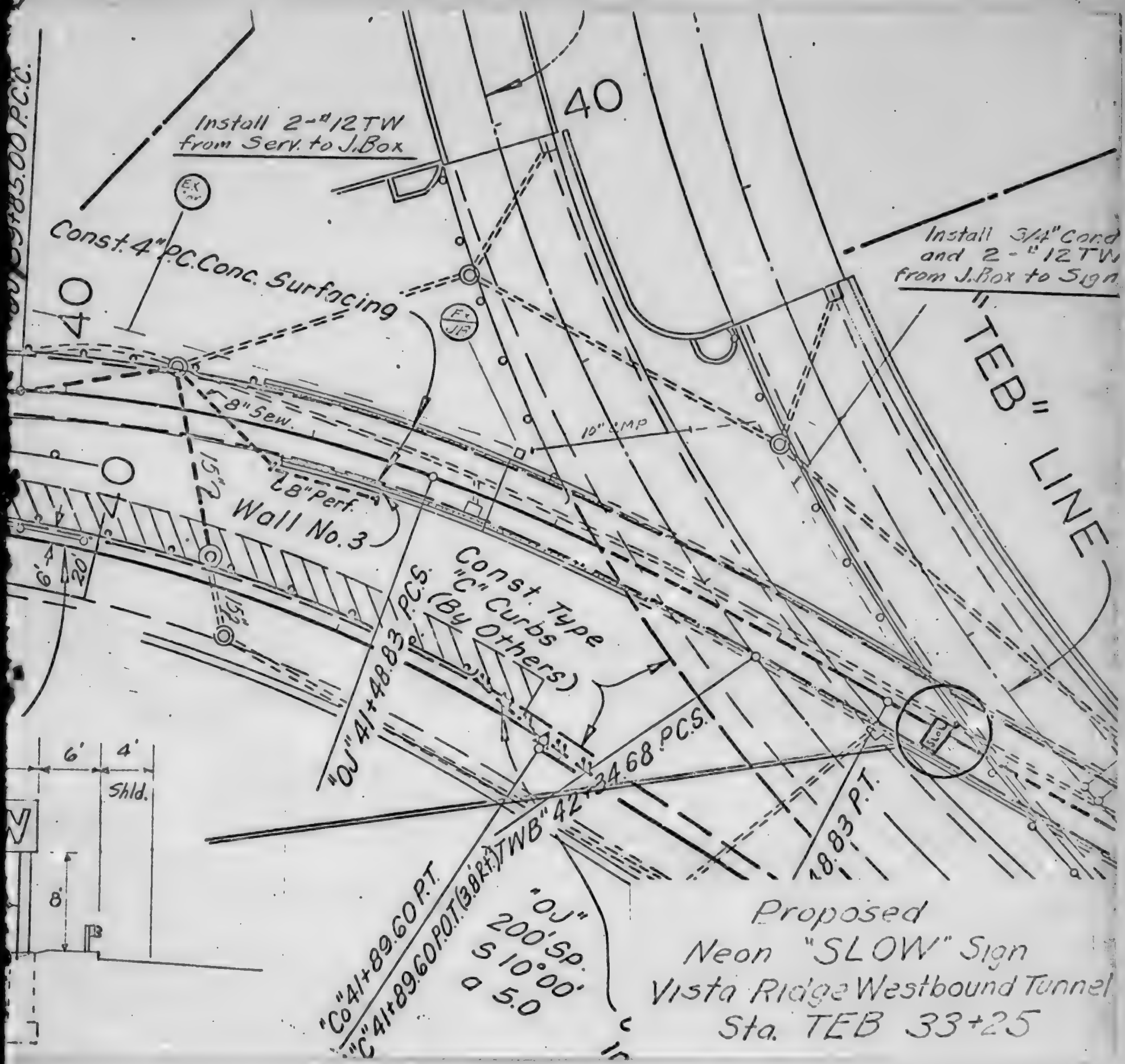
47" 3'-3" SLOW

16'

8'

"Co" 41+89.60 P.T.

"C" 41+89.60 P.O.T. (38 R


Install 2-#12TW from Serv. to J.Box
Const. 4" P.C. Conc. Surfacing
Install 3/4" Cond
and 2-#12TW
from J.Box to Sign
"TEB" LINE
40
8" Sew.
10" CMP
15"
18" Perf.
Wall No. 3
Const. Type "C" Curbs (By Others)
"OJ" 41+48.83 P.C.S.
"OJ" 41+34.68 P.C.S.
"OJ" 41+18.83 P.T.
"CO" 41+89.60 P.T.
"C" 41+89.60 P.O.T. (38 Rt.) TWB "42"
"OJ" 200' Sp. S 10°00' E 5.0
6'
4'
Shld.
8'
Proposed
Neon "SLOW" Sign
Vista Ridge Westbound Tunnel
Sta. TEB 33+25

FORM E-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 26, 1970

SUBJECT: Eastbound Approach
Vista Ridge Tunnel
Sunset Highway (US 26)

To: Mr. A. E. Johnson
Assistant State Highway Engineer
Salem

Over the past year and a half we have observed, and received complaints concerning, the traffic conditions at the subject location. In addition to the accident mentioned in the attached memo to the file, there are numerous marks on the west portal of the tunnel indicating traffic is having difficulty in this area. A check of the accident data available since February of 1969 when the tunnel was opened shows a total of 13 accidents. Five of the accidents occurred under dry conditions; and eight, under wet. Of the eight wet accidents, one was a rear-end, three were sideswipe overtaking, and four were fixed object. In dry conditions two were rear-ends, two were sideswipe overtaking, and one was a fixed object. A speed check taken approximately 500 feet west of the tunnel reveals that the traffic was traveling on an average of 55 MPH. Runs made in a car with the ball-bank indicator reveal that the safe speed for the curve is approximately 48 MPH. The construction plans were checked, and the curve was designed for a speed of 50 MPH. The superelevation for the "as constructed" pavement has been checked in the field, and the cross sections are attached. It will be noted that the "as constructed" superelevations are in some instances below the 0.10 required for a 50 MPH design speed.

It is my conclusion from all of the above information that an attempt should be made to either increase the design speed for the curve or reduce the speed of approaching traffic. Inasmuch as the traffic approaching the tunnel is traveling downhill and is composed of at least 95 percent repeat traffic, it is very doubtful that any attempt to reduce speed would be successful. It is therefore my recommendation that an attempt is made to increase the design speed of the curve. This can be done in either of two ways. One would be to increase the superelevation, and the second would be to increase the coefficient of friction of the pavement. The first method could be accomplished by extending the asphalt pavement immediately to the west with an overlay through the curve into the tunnel proper. Inasmuch as the existing concrete pavement was just installed, this does not appear to be a recommended procedure. The second method could be accomplished by pavement grooving. Other states--notably California--have had excellent results in increasing the coefficient of friction of PCC. Attached is a copy of a Highway Research Report indicating their results. A preliminary investigation has been made, and it has been

NOTED
A. E. JOHNSON

SP*52479-734

determined that the grooving of this section would cost approximately $15,000. If we were able to obtain the same results indicated in the attached report, it is felt that this would be money well spent.

It would be greatly appreciated if you would give this recommendation your immediate consideration. If you concur in this action, the grooving could be most easily accomplished prior to opening of the new section of the Sunset Highway between the tunnel and the Zoo interchange.

R. L. Schroeder
Metropolitan Engineer

RLS:lh
Enc

RECEIVED
AUG 27
LIBRARY

FORM 8-56 9SM 10-69

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

August 5, 1970

SUBJECT: Vista Ridge Eastbound Tunnel Accidents
Phone Call From:
Mrs. Ruth McShatko

To: Memo to the files

On August 5, 1970 at approximately 1:30 P.M., I received a phone call from Mrs. Ruth McShatko about accidents in and or near the west end of the Vista Ridge Eastbound Tunnel.

She gave me the following information:

Name: Mrs. Ruth McShatko
Husbands Name: Jack McShatko
Phone Number: 282-0244
Her Age: Just turned 60.
Her car is a Datsun Station Wagon.
She also gave her address but I failed to get it.

I checked the above name for address in the Portland Phone Directory and found the following listing:

Jack N. McShatko
3404 N.E. Siskiyou
Phone No. 282-0244

She informed me that she had been involved in a one car accident, just west of the entrance to the Vista Ridge Eastbound Tunnel, approximately two months back. The accident occurred at approximately 5:00 P.M. when she was traveling alone in her Datsun station wagon at 30 M.P.H. She said that it was raining and had been raining most of the day and that she didn't know how the accident happened, because the car just suddenly spun around. She said that she was in the right hand lane when the car spun out and that the car received damage on the left rear fender, but it was driveable after the accident.

She said that after she started to leave, she found another car approximately 100 ft. ahead and inside the tunnel, just out of her sight due to the curve. Mrs. McShatko said that she stopped and talked with the female driver of the second car and had her name but didn't want to give it to me without the womans permission.

The other woman had told her that she had also spun out suddenly for no reason. Mrs. McShatko said that the other car had a broken front axle or wheel and had to be towed away.

The reason why she decided to call was that her daughter or her neighbors daughter, I'am not sure, had the same type of accident last night, in the same general area. She felt that there must be something wrong with the roadway in that area.

The weather was cloudy on August 4, 1970 but no rain as far as I know in the P.M. It could have been misting in the A.M.

Roger W. Kuchinka

Roger W. Kuchinka

cc. Metro

RECEIVED
SEP 23 1969
FOR FILING

(1-317(12)
6748

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1969

To: Mr. George E. Rohde
Chief Counsel
BUILDING

SUBJECT: Claim for pay to West Slope Water District for water pipe covered by Highway Construction Contract No. 6748

3050

The attached water pipe prices listed by Carl E. Green and Associates as of September, 1967 for miscellaneous pipe items are reasonably correct.

The cost of the work on the 12" water main was done under extra work order number 4. However, the water district elected not to make this connection after the order was started and the line was capped. Copies of our Accounting Department records of cost including materials invoices are attached. These are the materials costs for the unused pipe items only.

F. D. Morgan
Construction Engineer

By Edgar L. Johnsen

Edgar L. Johnsen
Chief Cost Engineer

ELJ:fr

Attachments

cc: F. B. Klaboe - FBK No. 3050
F. C. McKinney
F. D. Morgan

RECEIVED
SEP 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9, 1969

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

SUBJECT: Claim for Reimbursement for a Water Pipe Covered By Highway Construction West Slope Water District

Attached is a copy of a letter and a tabulation setting forth the amount of the claim by West Slope Water District. I would appreciate it if you could have someone check and see if the prices used in their tabulation are reasonably correct.

As I recall when we were working with the West Slope Water District, they had indicated that they wanted this 12-inch water main reconnected after we put in the tunnel entrance; and on this basis we ordered some special fittings. After we had already received the fittings, the water district decided that they did not want the 12-inch water main reconnected. So we sold the fittings for salvage and sustained a loss.

I would appreciate a determination as to what the cost of the special fittings were, what we sold them for, and exactly what our monetary loss was before we proceed further in the consideration of the attached claim.

G. E. ROHDE
Chief Counsel

GER:JLS:krk
Attachments
cc: F. C. McKinney

A C Morgan
9-11-69

RECEIVED
SEP 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED
TO MCK
FOR Review and draft
reply

SANDEBERG, RECKEN & LUETJEN
ATTORNEYS AT LAW
PUBLIC SERVICE BUILDING
PORTLAND, OREGON 97204

DAVID SANDEBERG
ROBERT L. RECKEN
CALVIN H. LUETJEN

TELEPHONE
222-9467

September 3, 1969

RECEIVED
SEP 5 1969
LEGAL COUNSEL HWY. DEPT.

9-11-69
By Asst. State Hwy. Engr.
Please furnish info to Rohde due 9-18-69
MK
cc Mck

Mr. G. E. Rohde, Chief Counsel
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Re: West Slope Water District

Dear Mr. Rohde:

The recent discussions and correspondence in this matter have been with your office, so I am writing to you directly rather than Oregon State Highway Department because I assume this letter would be referred to you. If it should have been sent to someone else, I ask that you see that it is directed to the proper person.

West Slope Water District has the 12" main in Old Jefferson Road extending from the pumping station in Washington Park up to the point where Old Jefferson Road formerly joined S. W. Canyon Road. From that point on up the hill, the main was within the right of way of S. W. Canyon Road which was under the jurisdiction of Oregon State Highway Department. Old Jefferson Road was a Multnomah County Road.

The extensive construction including the very deep fills which have been placed over Old Jefferson Road would have necessitated a relocation of the water main and would entitle West Slope Water District to the recovery of the expenses of the relocation pursuant to ORS 366.321.

A good deal of the work at the lower end of the project was done before the effective date of ORS 366.321. You sent to us profiles and cross sections of the work showing the amount of fill in place on October 1, 1967. It is our contention that the fill and other construction work subsequent to said date has made necessary the relocation of the line which our engineer estimates to be approximately 700 lineal feet.

Our engineer, Carl E. Green, is of the opinion that the relocation expenses of this line would far exceed the value of the

line. He has made a computation, copy of which is enclosed, showing a remaining value of the line which would have to be relocated due to the work subsequent to September, 1967 to be $3,557.60. We are making claim for this amount.

Mr. Green had difficulty determining the exact number of lineal feet of main involved, but he believes it is very close to 700 feet. Perhaps your engineers will come up with a different figure. I would like to discuss this matter with you at your earliest convenience and ask that you get in touch with me.

Very truly yours,

Robert L. Recken

Robert L. Recken

RLR:skn
Enclosure

VALUATION OF WEST SLOPE WATER DISTRICT SUPPLY MAIN

REIMBURSEABLE BY STATE HIGHWAY DEPARTMENT

AS OF SEPTEMBER, 1967

Item	Quantity	Unit Price	Amount
12" I.D. Steel Pipe, 3/16" Plate, Coated & 23-1/2 Lb. Asbestos Wrap	700 L.F.	$ 4.90	$3,430.00
12" I.D. Steel Fittings, Same As Above Pipe	150 Lbs.	.48	72.00
12" I.D. Dresser Couplings	28	24.50	686.00
Cut & Restore Pavement	18 S.Y.	8.30	149.40
Trench Excavation & Backfill	210 C.Y.	3.50	735.00
Concrete In Kick Blocks	1/2 CY.	35.00	17.50
Install Pipe & Fittings	700 L.F.	1.20	840.00
Sub Total			5,929.90
Engineering, Legal, Supervision & Overhead			889.50
TOTAL ESTIMATED REPLACEMENT COST			$6,819.40

Depreciated Value of Installation Based Upon
40 Year Life Expectancy

Remaining Life Expectancy 21 years

REMAINING VALUE AS OF SEPTEMBER, 1967

= 21/40 of $6,819.40 = $3,557.60

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS & PLANNERS
1730 S. W. SKYLINE BLVD., PORTLAND, ORE. 97221

8-1-69

Invoice No.	Date	Item	Cost to State	Remarks
609	10-25-66	12" pipe & fittings	$269.50	These items were taken to the Sylvan Maintenance yard by State forces. Items are of little use to Maintenance. See Benedict's letter of April 4, 1968.
2206	10-14-66	Pipe coating	77.71	Extra for coating on pipe items above Invoice #609.
6934	10-11-66	18" coated culvert	-	18' of 18" CMP at cost of $95.10 used on other maintenance work.
5197	11-14-66	Misc. pipe gaskets and bolts	124.60	Cost is a 25% restocking charge for return of pipe accessories to Meter Box Equipment Co. on Credit Memo 272, 12-15-66.
6083	1- 6-67	Shipping Invoice #5197	15.25	Freight charges.
Memo	1-16-67	Credit due to pipe damage by contractor	(-)77.40	Contractor forces damaged an 18 foot salvaged section of 12" coated water pipe Their cost = 2/3 x $116.10.

TOTAL COST TO STATE $409.66

ELJ
9-19-69

Attachment copies

1. EWO #4 complete		
2. W. Ikola's	12- 2-66	List of materials purchased for connecting the 12" water main.
3. F. Klaboe's	12-22-66	Letter concerning disposition of the above pipe items.
4. H. V. Jackson's	3-27-68	Letter charging Sylvan Maintenance yard with the nonreturnable pipe items.
5. A. V. Benedict's	4- 4-68	Letter to J. J. Smith turning the above pipe items over to him for sale. (According to Haskin's office, there is no record sale of these items. The 12" pipe is still in the Sylvan yard.)

ELJ
9-19-69

FORM B-20 REV 10-61

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 4, 1968

RESIDENT BRIDGE ENGR.
RECEIVED
APR 5 - 1968
WILLIAM E. IKOLA

SUBJECT: Vista Ridge Eastbound Tunnel Section
Sunset Highway
Contract: 6748

To: Mr. J. J. Smith
District Right of Way Supervisor
B U I L D I N G

During the course of the subject project, certain pipe and fittings were purchased to reconnect the West Slope Water District's 12-inch pump line in Old Jefferson Road. Before the connection was made, the Water District decided to abandon the line and the material was not used.

By letter dated December 22, 1966, Mr. Klaboe directed Mr. Haskin to dispose of certain of this material for the best price he could get. Mr. Haskin's men were unable to handle the material and it was picked up by maintenance forces instead. In assembling final records, it was found no credit had ever been given for this material.

I called Mr. Frank McKinney, our attorney, and he instructs that I turn the material over to you for sale, as originally directed.

Following is a list of the material to be sold:

1 pc 12" I.D. pipe, 18" long, 3/16" wall;
2 pcs 12 3/8" O.D. - 45° Ells, ¼" wall;
1 pc 12 3/8" O.D. - 15° Ell, ¼" wall

All pipe and fittings are welded steel, asphalt lined, coated and wrapped to AWWA specifications. Mr. Huntley should be contacted as to the location of the pipe, availability for inspection, et cetera.

A. E. Johnson
Metropolitan Engineer

By
ORIGINAL SIGNED BY A. V. BENEDICT

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh
cc F. B. Klaboe
W. H. Haskin
B. P. Huntley
Ivan D. Merchant
F. D. Morgan
William Ikola

FORM H-10K—DOH—7-66 SP*23657-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

5821 N. E. Glisan Street
March 27, 1968

To: Mr. A. V. Benedict
Assistant Metropolitan Engineer
B U I L D I N G

SUBJECT: Vista Ridge Eastbound
Tunnel Section
Sunset Highway
Contract: 6748

This will acknowledge the copy of your memo to the file dated March 22, 1968, concerning surplus materials described in Mr. Klaboe's letter of December 22, 1966.

Please be advised that I have checked the contents of your memo and agree with your statements with minor exceptions. Our maintenance men, Mr. Glen Hovenden and Mr. Carl Krieger, have reported to me that they discussed the disposition of the materials with Mr. Phil Huntley, D.F.S., Sylvan Station. Mr. Huntley reportedly advised that he had very little use for the materials involved, but that he would accept them for possible future use. Mr. Baxter, attached to Mr. Huntley's station, was present and he advised that he would pick up the materials for their custody and storage. At this stage, I considered the matter closed and directed our maintenance personnel to take no further action.

H. V. Jackson
Assistant Right of Way
Supervisor

HVJ/jj

cc: William Ikola
B. P. Huntley

RESIDENT BRIDGE ENGR.
RECEIVED
MAR 27 1968
WILLIAM E. IKOLA

FORM NO. 8.888

OREGON STATE HIGHWAY DEPARTMENT

FORCE ACCOUNT STATEMENT

1. DATE: January 16, 1967

2. CONTRACT NO.: 6748

3. EXTRA WORK ORDER NO.: 4

4. NAME AND ADDRESS OF CONTRACTOR:
Drake-Winston, Joint Venture
Box 791, Fed. Station
Portland, Oregon 97207

5. DESCRIPTION OF WORK:
Work on W. Slope, Water District
12" Water Main Relocation

PER ATTACHED INVOICES	PERIOD COVERED	AMOUNT	TOTALS
6. LABOR			
Drake-Winston	10/31/66	$ 21.22	
Drake-Winston	10/31/66 (Tunnel)	$ 3.05	
Drake-Winston	11/30/66	$ 7.34	
		$	
		$	$ 31.61
7. EQUIPMENT RENTALS			
Drake-Winston	10/31/66	$ 8.77	
		$	
		$	
		$	
		$	$ 8.77
8. MATERIALS AND SUPPLIES			
Drake-Winston	1/31/67	$ 482.62 580.47	
		$	
		$	
		$	
		$	$ 580.47 482.62
9. TRANSPORTATION, SUBSISTENCE, ETC.		$	
		$	
		$	
		$	
		$	$
		TOTAL AMOUNT	$ 620.85 523.00

APPROVED— RESIDENT ENGINEER	10. PREFIX NO. 26 - 1253	11. SIGNATURE William E. Hall
APPROVED— DIVISION ENGINEER	12. SIGNATURE (W B [illegible]	Assistant Metropolitan Engineer

FORM E-389-A
10M REV. 7-66

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
—LABOR—

FOR THE PERIOD ENDED October 31 19 66

1. NAME AND ADDRESS OF CONTRACTOR
Drake-Winston, Joint Venture
Box 701, Fed. Station
Portland, Oregon 97207

2. DESCRIPTION OF WORK
Work on West Slope
12" Water Main Relo

	NAME OF EMPLOYEE	WORK CLASSIFICATION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
(1)	Randall Smith	Teamster	OT																						
			ST														2-1/2								
(2)	Ronald Dewal	Common Laborer	OT																						
			ST														1/2			~~1/2~~					
(3)	James Graybeal	Common Laborer	OT																						
			ST														1/2			~~1/2~~					
(4)			OT																						
			ST																						
(5)			OT																						
			ST																						
(6)			OT																						
			ST																						
(7)			OT																						
			ST																						
(8)			OT																						
			ST																						
(9)			OT																						
			ST																						
(10)			OT																						
			ST																						
(11)			OT																						
			ST																						
(12)			OT																						
			ST																						
(13)			OT																						

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL			
8. F. I. C. A.—SOCIAL SECURITY		4.200 %	14. TOTAL TAXES AND INSURANCE (ITEM 8 THRU 12)
9. STATE INDUSTRIAL ACCIDENT INSURANCE—BASE RATE	5.355 %		15. HEALTH AND WELFARE
10. LESS REDUCTION RATE	14.5 %	4.579 %	PENSION 16. HEALTH AND WELFARE
11. OREGON UNEMPLOYMENT COMPENSATION	2.700 %		PENSION
12. ADD FEDERAL UNEMPLOYMENT COMPENSATION	0.400 %	3.100 %	17. TOTAL LABOR, TAXES, INSURANCE, HEALTH
13. TOTAL TAXES AND INSURANCE ON PAY ROLL		11.879 %	18. CONTRACTOR'S PERCENTAGE ALLOWANCE 19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18)

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR

OF CONTRACTOR	2. DESCRIPTION OF WORK	3. DATE	PAGE OF
n, Joint Venture	Work on West Slope, Water District	January 31, 1967	1 2
. Station	12" Water Main Relocation	4. CONTRACT NO. 6748	
egon 97207		5. EXTRA WORK ORDER NO. 4	

4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT	TOTAL
																														$	
										2-1/2																		2-1/2	4.58	$ 11.45	$ 11.45
										1/2			~~1/2~~															1/2	3.90	1.95	1.95
										1/2			~~1/2~~															1/2	3.90	1.95	1.95

		6. TOTAL HOURS 3-1/2	7. TOTAL LABOR	$ 15.35
4.200 %	14. TOTAL TAXES AND INSURANCE (ITEM 6 X ITEM 13) = 11.879% x $15.35			$ 1.82
	15. HEALTH AND WELFARE ~~1~~ HOURS AT .15 PER HOUR = $ 0.38			
	PENSION ~~1~~ HOURS AT .20 PER HOUR = $ 0.50			
4.579 %	16. HEALTH AND WELFARE ~~1~~ HOURS AT .20 PER HOUR = $ 0.20			$ 1.28
	PENSION ~~1~~ HOURS AT .20 PER HOUR = $ 0.20			
	17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND WELFARE, AND PENSION			$ 18.45
3.100 %	18. CONTRACTOR'S PERCENTAGE ALLOWANCE (15 % X ITEM 17) FOR FLAGMEN ONLY—ENTER 57.5% FOR ALL OTHER LABOR—ENTER 15%			$ 2.77
11.879 %	19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR ALL LABOR EXCEPT FLAGMEN			$ 21.22

WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 19.

FORM E-388-A
REV. 7-65

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
—LABOR—

FOR THE PERIOD ENDED October 31, NOVEMBER 30, 19 66

1. NAME AND ADDRESS OF CONTRACTOR
Drake-Winston, Joint Venture
Box 791, Fed. Station
Portland, Oregon 97207

2. DESCRIPTION OF WORK
Work on W. Slope, Wa
12" Water Main Relo

NAME OF EMPLOYEE	WORK CLASSIFICATION	OT / ST
(1) Jacob Minch	Tunnel Laborer	OT / ST
(2)		OT / ST
(3)		OT / ST
(4)		OT / ST
(5)		OT / ST
(6)		OT / ST
(7)		OT / ST
(8)		OT / ST
(9)		OT / ST
(10)		OT / ST
(11)		OT / ST
(12)		OT / ST

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22

1/2

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

8. F. I. C. A.—SOCIAL SECURITY		4.200 %	14. TOTAL TAXES AND INSURANCE (ITEM 7 X
9. STATE INDUSTRIAL ACCIDENT INSURANCE—BASE RATE	10.965 %		15. HEALTH AND WELFARE 1/2
10. LESS REDUCTION RATE	14.5 %	9.375 %	PENSION 1/2
11. OREGON UNEMPLOYMENT COMPENSATION	2.700 %		16. HEALTH AND WELFARE
12. ADD FEDERAL UNEMPLOYMENT COMPENSATION	0.400 %	3.100 %	PENSION
13. TOTAL TAXES AND INSURANCE ON PAY ROLL		16.675 %	17. TOTAL LABOR, TAXES, INSURANCE, HEAL
			18. CONTRACTOR'S PERCENTAGE ALLOWANC
			19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 1

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR F

OF CONTRACTOR	2. DESCRIPTION OF WORK	3. DATE	PAGE OF
on, Joint Venture	Work on W. Slope, Water District	January 31, 1967	2 2
d. Station	12" Water Main Relocation	4. CONTRACT NO. 6748	
regon 97207		5. EXTRA WORK ORDER NO. 4	

3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	HOURS	RATE	AMOUNT	TOTAL
1/2	1/2	4.20	$ 2.10	$ 2.10

		HOURS 1/2	LABOR	$ 2.10
4.200 %	14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13) = 16.675% x 2.10 =			$ 0.35
%	15. HEALTH AND WELFARE 1/2 HOURS AT .20 PER HOUR = $ 0.10			
	PENSION 1/2 HOURS AT .20 PER HOUR = $ 0.10			
% 9.375 %	16. HEALTH AND WELFARE HOURS AT PER HOUR = $			
	PENSION HOURS AT PER HOUR = $			$ 0.20
%	17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND WELFARE, AND PENSION			$ 2.65
% 3.100 %	18. CONTRACTOR'S PERCENTAGE ALLOWANCE (15 % X ITEM 17) FOR FLAGMEN ONLY—ENTER 57.5% FOR ALL OTHER LABOR—ENTER 15%			$ 0.40
16.675 %	19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR ALL LABOR EXCEPT FLAGMEN			$ 3.05

WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR THER LABOR WILL BE ENTERED IN ITEM 19.

FORM E-356-A
10M REV. 7-60

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
—LABOR—

FOR THE PERIOD ENDED November 30, 19 66

1. NAME AND ADDRESS OF CONTRACTOR
Drake-Winston, Joint Venture
Box 791, Fed. Station
Portland, Oregon 97207

2. DESCRIPTION OF WORK
Work on W. Slope,
12" Water Main Rel

NAME OF EMPLOYEE	WORK CLASSIFICATION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
(1) Glenn Lund	Welder	OT																					
		ST														1							
(2)		OT																					
		ST																					
(3)		OT																					
		ST																					
(4)		OT																					
		ST																					
(5)		OT																					
		ST																					
(6)		OT																					
		ST																					
(7)		OT																					
		ST																					
(8)		OT																					
		ST																					
(9)		OT																					
		ST																					
(10)		OT																					
		ST																					
(11)		OT																					
		ST																					
(12)		OT																					
		ST																					

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

8. F. I. C. A.—SOCIAL SECURITY		4.200 %	14. TOTAL TAXES AND INSURANCE (ITEM 7 X
9. STATE INDUSTRIAL ACCIDENT INSURANCE—BASE RATE	10.965 %		15. HEALTH AND WELFARE 1 H PENSION 1 H
10. LESS REDUCTION RATE	14.5 %	9.375 %	16. HEALTH AND WELFARE PENSION
11. OREGON UNEMPLOYMENT COMPENSATION	2.700 %		17. TOTAL LABOR, TAXES, INSURANCE, HEALT
12. ADD FEDERAL UNEMPLOYMENT COMPENSATION	0.400 %	3.100 %	18. CONTRACTOR'S PERCENTAGE ALLOWANC
13. TOTAL TAXES AND INSURANCE ON PAY ROLL		16.675 %	19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR F

S OF CONTRACTOR	2. DESCRIPTION OF WORK	3. DATE	PAGE OF
on, Joint Venture	Work on W. Slope, Water District	January 31, 1967	1 1
d. Station	12" Water Main Relocation	4. CONTRACT NO. 6748	
regon 97207		5. EXTRA WORK ORDER NO. 4	

2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31	HOURS	RATE	AMOUNT	TOTAL
1	1	5.17	$ 5.17	$ 5.17

		6. TOTAL HOURS 1	7. LABOR $ 5.17
	4.200 %	14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13) = 16.675% x 5.17	$ .86
%		15. HEALTH AND WELFARE 1 HOURS AT 0.20 PER HOUR = $ 0.20	
		PENSION 1 HOURS AT 0.15 PER HOUR = $ 0.15	
%	9.375 %	16. HEALTH AND WELFARE HOURS AT PER HOUR = $	
		PENSION HOURS AT PER HOUR = $	$ 0.35
%		17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND WELFARE, AND PENSION	$ 6.38
%	3.100 %	18. CONTRACTOR'S PERCENTAGE ALLOWANCE (15 % X ITEM 17) FOR FLAGMEN ONLY---ENTER 57.5% FOR ALL OTHER LABOR---ENTER 15%	$ 0.96
	16.675 %	19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR ALL LABOR EXCEPT FLAGMEN	$ 7.34

EN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 19.

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
EQUIPMENT RENTAL

FOR THE PERIOD ENDED October 31, 19 66

1. NAME AND ADDRESS OF CONTRACTOR
Drake-Winston, Joint Venture
Box 791, Fed. Station
Portland, Oregon 97207

2. DESCRIPTION OF WORK
Work on W. Slope, W
12" Water Main Relo

DESCRIPTION OF EQUIPMENT	SIZE OR CAPACITY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
(1). Flatbed Truck	2 Ton Diesel														✓ 2-1/2							
(2)																						
(3)																						
(4)																						
(5)																						
(6)																						
(7)																						
(8)																						
(9)																						
(10)																						
(11)																						
(12)																						
(21)																						
(22)																						
(23)																						
(24)																						

6. TOTAL RENTAL

7. CONTRACTOR'S PERCENT

8. TOTAL AMOUNT (ITEM 6

OF CONTRACTOR	2. DESCRIPTION OF WORK	3. DATE	PAGE 1 OF 1
on, Joint Venture	Work on W. Slope, Water District	January 31, 1967	
d. Station	12" Water Main Relocation	4. CONTRACT I.O. 6748	
regon 97207		5. EXTRA WORK ORDER NO. 4	

2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT
												2-1/2																		2-1/2	3.05	$ 7.63

FORM 6302B

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
MATERIALS AND SUPPLIES

1. DATE: January 16, 1967
PAGE 1 OF 1
2. CONTRACT NO.: 6748
3. EXTRA WORK ORDER NO.: 4

4. NAME AND ADDRESS OF CONTRACTOR
Drake-Winston, Joint Venture
Box 791, Fed. Station
Portland, Oregon 97207

5. DESCRIPTION OF WORK
W. Slope Water District Main - Rework

MATERIALS AND SUPPLIES FOR THE PERIOD ENDED January 31, 19 67

REC. NO.	NAME OF SUPPLIER	PER ATTACHED RECEIPTS AMOUNT
(1)	King Bros., Inc. I.D. Furn. & Fabr. Special Pipes - 1-1/2" Ø x 18'0" Long x 3/16" WAW	$
(2)	2-45° EUS - 11-7/8" Ø I.D. x 1/4" WAW 1-15° EU - 11-7/8" Ø I.D. x 1/4" WAW	269.50
(3)	Hall Process Co. Lined, Dipped and Wrapped above Pipe Sections	77.11 78.49
(4)	Armco Metal Products Div. 1 - 18" Ø x 14 ga. cmp. x 18'0" Asphalt Dipped & ASP Bonded	95.10
(5)	Meter Box Equipment Co. 8 R.H. Baker Couplings, 40 Extra Gaskets for Same & 160 Extra Bolts for Same.	498.40
(6)		
(7)	Less DW share of 12" Ø I.D. x 18'0" Pipe (12')	- 77.40 (163.27)
(8)	Less Difference from Meter Box Equip. Co. to restock all their	- (358.55)
(9)	items in (5) above	
(10)		
(11)		
(2)		
(13)		
(14)		
(15)		
(16)		
(17)		
(18)		
(19)		
(20)		
6. TOTAL AMOUNT		$ 504.76 412.67
7. CONTRACTOR'S PERCENTAGE ALLOWANCE— 15 % OF TOTAL AMOUNT (LINE 6)		$ 75.71 62.95
8. TOTAL MATERIALS AND SUPPLIES THIS INVOICE		$ 520.47 482.62

KING BROS. INC.

BOILERS, TANKS, STACKS, PIPE, STRUCTURAL STEEL, REPAIR WORK,
PIPE DIPPING, TUBE CLEANING AND WELDING

3500 S. E. 17th AVENUE
P. O. BOX [illegible]68
PORTLAND, OREGON 97242
232-7193 AREA 503

INVOICE NO. 609

SOLD TO
Drake Wirston Co.
Box 791 Federal Station
City - 9720[illegible].

SHIP TO
SAME

Hall Process
Clackamas, Ore.

INVOICE DATE	ORDER NO.	CUSTOMER'S ORDER NO.	SHIPPED VIA	F.O.B.	TERMS NET 10th
10-25-66 lac	4048	[illegible]			

QUANTITY	DESCRIPTION	UNIT PRICE	EXTENSION
1	Pipe 3/16" x 12" ID x 18'-0" long @ 87.85/length		
2	45° Ells 3/16" wall x 11 7/8" ID - 3 pc. @ 60.55/each	=	269.50 ✓
1	15° Ell 3/16" wall x 11 7/8" ID - 2 pc. @ 60.55/each		
	EWO 4		
			269.50 ✓
		PAY THIS AMOUNT	269.50 ✓

PLEASE PAY ON THIS INVOICE. NO STATEMENT WILL BE SENT.

Mfd. by Burnett Salesbook Factory, Portland, Oregon 97208

8% Interest on Past Accounts

Pipe Coating and Wrapping Contractors • • Serving the Pacific Northwest

HALL PROCESS COMPANY

Post Office Box 116
CLACKAMAS, OREGON 97015
Telephone 656-0348

Invoice No. 2205

Date October 11, 1966

Drake-Winston Company
P. O. Box 791
Portland, Oregon

CUSTOMER'S ORDER No.	DATE SHIPPED	SHIPPED VIA	CAR No.	TERMS
D-4116		W/C		1% Ten Days Net Thirty

18' of 12-3/4" Pipe, Lined, Coated & Wrapped as per AWWA Spec.	@ $156.93/CWT Net	$ 28.25
6.28 Sq. Ft. of 12-3/4 L/R 15° Elbow, ditto	@ $2.00/Sq. Ft. Net	12.56
18.84 Sq. Ft. of 12-3/4" L/R 45° Elbow, ditto	@ $2.00/Sq. Ft., Net	37.68
	Total	$ 78.49
		- .78
		77.71

METER BOX-EQUIPMENT CO.

No. 5197

MANUFACTURERS OF CONCRETE METER BOXES

Wholesale Jobbers of Water Works Materials, Pipe, Valves, Fittings

Office and Plant:
Intersection Highway 99W
and Highway 212

Mailing Address:
P.O. Box 23095
Portland, Oregon 97223
Telephone 639-1824

DATE	CUSTOMER ORDER NO.	DATE SHIPPED	F.O.B. PORT.	F.O.B. DEST.	F.O.B. PREPAY & CHG.	BACK ORDER TO	BACK ORDER FROM
10/24/66	Emily	11/14-16					

SOLD TO: Davis-Wheatley
Box 751 - Federal Office
Portland, Oregon - 97207

SHIP TO: Same
P.O.E. & S. 99W. 11 St
Portland

VIA: Delivery

TERMS: Net 10th

Ord.	Shpd.	DESCRIPTION	Amount	Unit	Net
8		12 3/4" O.D. R.H. Bell Couplings	29.20	E.	233.60
40	41	Gasket Fits Couplings - 12 3/4" O.D.	3.30	E.	132.00
40	41	5/8" x 8" Bolts	.83	E.	132.50
					498.40

Entered

No Claims for Shortages or Damages Allowed Unless Made Within 5 Days After Receipt of Goods
No material will be returned without our consent
No Monthly Statement Will be Sent Unless Requested

8% INTEREST CHARGED ON PAST DUE ACCOUNTS

METER BOX-EQUIPMENT CO.

No. 5197

MANUFACTURERS OF CONCRETE METER BOXES

Wholesale Jobbers of Water Works Materials, Pipe, Valves, Fittings

Office and Plant:
Intersection Highway 99W
and Highway 212

Mailing Address:
P.O. Box 23095
Portland, Oregon 97223
Telephone 639-1824

DATE	CUSTOMER ORDER NO.	DATE SHIPPED	F.O.B. PORT.	F.O.B. DEST.	F.O.B. PREPAY & CHG.	BACK ORDER TO	BACK ORDER FROM
10/12/66	Emily	11/14-66					

SOLD TO: Davis-Wholesale
Box 751 - Federal Office
Portland, Oregon - 97207

SHIP TO: Same.
P.O. Box 4 S.W. Main U.S. 99
Portland
VIA: Delivery

TERMS: Net 30 days

Ord.	Shpd.	DESCRIPTION	Amount	Unit	Net
8	8	12 3/4" O.D. R.H. Bolt Couplings	29.00	C	232.00
40	40	Gasket Fits for Above Couplings - 12 3/4" O.D.	3.30	C	132.00
100	100	5/8" x 2" Bolts	.33	C	33.00
					397.00

Total

"Ver

No Claims for Shortages or Damages Allowed Unless Made Within 5 Days After Receipt of Goods
No material will be returned without our consent
No Monthly Statement Will be Sent Unless Requested

8% INTEREST CHARGED
ON PAST DUE ACCOUNTS

Credit Memo

METER BOX EQUIPMENT CO.

No. 272

Office and Plant:
Intersection Highway 99W
and Highway 212

MANUFACTURERS OF CONCRETE METER BOXES
Wholesale Jobbers of Water Works Materials, Pipe, Valves, Fittings

Mailing Address:
P.O. Box 23095
Portland, Oregon 97223
Telephone 639-1884

DATE	CUSTOMER ORDER NO.	DATE SHIPPED	F.O.B. PORT.	F.O.B. DEST.	F.O.B. PREPAY & CHG.	BACK ORDER TO	BACK ORDER FROM
12/15/66							

SOLD TO: Drake-Winston Co
Box 791 - Federal Station
Portland, Oregon 7207

SHIP TO:

VIA

TERMS

Ord.	Shpd.	DESCRIPTION	Amount	Unit	Net
8		12 3/8" O.D. Rubber Baker Couplings	29.20	Ea	233.60
10		Gaskets Extra for Above Couplings 12 3/8" O.D.	3.30	Ea	132.00
2		5/8" x 8" bolts	.83	Ea	132.80
					498.40
		less 25% Restocking + Handling			124.60
					373.80
		less postage			15.25
					358.55

CREDIT MEMO

E.W.O. No.
1/16/67

Sold on Invoice # 5197

No Claims for Shortages or Damages Allowed Unless Made Within 5 Days After Receipt of Goods
No material will be returned without our consent
No Monthly Statement Will be Sent Unless Requested

8% INTEREST CHARGED ON PAST DUE ACCOUNTS

~~VISTA~~ RIDGE TUNNEL - TCB
OSHD CONTRACT NO. 6768

DRAKE-WINSTON, JT. VENT.
1-16-67
LOE L, J.E. GRAY.

TO ESTABLISH CONTRACTOR PORTION OF COST OF 18' SECTION - 12" ϕ I.D. x 3/16" WALL PIPE: (W. SLOPE WATER LINE) E.W.O. No. 4:

1) FURN. MAT'LS. & FABR. (KING BROS.)	=	~~$87.85~~
2) LINE, COAT & WRAP / AWWA SPEC. (HALL PROCESS CO.)	=	~~$56.93~~ 26.25
TOTAL COST OF PIPE	=	~~$144.78~~ $114.10
DRAKE-WINSTON SHARE OF THIS COST = 2/3 · 12'/18'	=	~~$63.27~~ 77.40
O.S.H.D. SHARE OF COST =		~~$81.51~~ 38.70

NOTE:
CAT DOZER DAMAGED THIS PORTION OF PIPE AFTER PIPE HAD BEEN SALVAGED. ∴ OSHD FOR: $163.27 COST SHOULD BE FOR DRAKE-WINSTON ACCOUNT. 77.40

John L. Gray
Project Engineer.

BILLING COPY

LOS ANGELES-SEATTLE MOTOR EXPRESS, INC.

OPERATORS OF BRITISH COLUMBIA — SEATTLE TRANSPORT

VANCOUVER, B. C. CYpress 8-3411 | SEATTLE MAIN 3-9040 | TACOMA BRoadway 2-0348 | PORTLAND 220-8471 | STOCKTON 466-0933 | OAKLAND 451-0107 | LOS ANGELES 569-0141

DATE	EQUIPT. NO.	STATION CODE	COMMODITY CODE	SHIPPER'S OR G. B. L. NO.	PRO. NUMBER
01/06/67	PG I	6083	030307	6083	03-337491

FROM	CITY & STATE	SHIPPER CODE
METER BOX EQIP, BOX 23059, PTLD ORE		5036391884

TO	CITY & STATE	CONSIGNEE CODE
R H BAKER CO INC, 2244 E 37TH ST,	LA CAL	

ADVANCE CARRIER	BEYOND CARRIER	LASME REV.	ORIG. SPLIT	DEST. SPLIT	PAYABLE CODE
		15.25			

PIECES		WEIGHT	RATE	FREIGHT	TOTAL CHARGES
					PREPAID
1	SAX GASKETS	25	455	114	
8	PCS COUPLINGS	336	420	1411	
9	TTL PCS	361		1525	1525

E.W.O. No. 4
1/16/67

CQ 1/23/67
L

NO FURTHER STATEMENT WILL BE ISSUED UNDER I.C.C. RULES. THIS BILL IS DUE AND PAYABLE WITHIN 7 DAYS. PRINTED IN U.S.A.

Pay Direct To: LOS ANGELES - SEATTLE MOTOR EXPRESS, INC.
P. O. BOX 3094 SEATTLE, WASHINGTON 98114

THE LAST DIGIT OF THE FREIGHT BILL NUMBER IS A MATHEMATICAL CHECK DIGIT TO

2

OREGON STATE HIGHWAY DEPARTMENT

FORM E-428 (7-63)

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Extra Work Orders except those for flagging where STATE pays 57½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

PROJECT NAME: Vista Ridge - E. Bound Tunnel		CONTRACT NUMBER: 6748	ORDER NO.	Sheet ___ of ___
HIGHWAY: Sunset	FORCE ACCOUNT NUMBER: EWO #4	DATE: 11-14-66		SHIFT: Day
CONTRACTOR: Drake - Winstar	SUB-CONTRACTOR			PREFIX: 26-1053

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
Truck	2T Flatbed		2½ ✓					
	Teamster		2½ ✓					
Laborer	TUNNEL LABORER ~~Common~~		½ ✓					

REMARKS: Hauling & unloading 18' pc. of 12" - 3/16 wall water main, 2-45° ells, & 1-15° E
From Hull processing to stock pile on Drake-Winstar Truck

Contractor's Representative: John R. Gray

Inspector: George Frein

OREGON STATE HIGHWAY DEPARTMENT

FORM E-428 (7-63)

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Extra Work Orders except those for flagging where STATE pays 57½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

PROJECT NAME: Vista Ridge - E. Bound Tunnel		CONTRACT NUMBER: 6748	ORDER NO.
HIGHWAY: Sunset	FORCE ACCOUNT NUMBER: EWO # 4	DATE: 11-14-66	SHIFT: Day
CONTRACTOR: Drake - Winston	SUB-CONTRACTOR		PREFIX: 26-105-3

Sheet ____ of ____

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
2 laborers	common		½ each ✓					

REMARKS: Unloading 18' C.M.P. pipe 18" dia at stock pile

Contractor's Representative: John K. Gray

Inspector: George Fenn

OREGON STATE HIGHWAY DEPARTMENT

FORM E-428 (7-63)

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Extra Work Orders except those for flagging where STATE pays 57½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

PROJECT NAME: Vista Ridge - E. Bound Tunnel		CONTRACT NUMBER: 6748	ORDER NO.	Sheet ____ of ____
HIGHWAY: Sunset	FORCE ACCOUNT NUMBER: EWO # 4	DATE: 11-11-66		SHIFT: Day
CONTRACTOR: Drake - Winston	SUB-CONTRACTOR			PREFIX: 26-105-3

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
2 laborers	Common		½ each. ✓					

REMARKS: Unloading 18' C.M.P. pipe 18" dia at stock pile

Contractor's Representative: John K. Gray

Inspector: George Fraser

TECHNICAL NEWS

STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 22, 1966

To: Mr. W. H. Haskin
Property Manager
B U I L D I N G

SUBJECT: Excess Material, West Slope
Water Line, Vista Ridge
Tunnel Section, Sunset Highway
Contract No. 6748

We have purchased some materials originally intended to be used to re-establish the West Slope Water District's 12-inch line located in Jefferson Street, Portland. After we purchased these materials, the Water District advised us that they no longer desired the hookup to be made as planned and, further, that they had no use for the materials. We will eventually attempt to recover the cost of these materials along with other allied expenses from the Water District.

There are some $1,137.95 worth of materials; $502.40 of this can be returned to the manufacturer at a 25 percent discount and I have instructed Mr. Benedict to handle this portion of the surplus materials this way.

There is also a section of 18-inch corrugated culvert pipe which we can use in some of our other work. We will do so and reduce the cost by that amount. There remains then $569.97 worth of materials that we are not able to dispose of by any other normal methods described above. Mr. Benedict will take control of these materials and store them in a convenient place. It is our desire that you then dispose of these materials at the best price that you can.

I am enclosing a list of the supplies and their approximate cost.

REFERRED TO

Date: 12-29-66 By:

For: Your information

Due Date:

FWK:srb
Enc.

ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

METROPOLITAN ENGINEERING
RECEIVED
DEC 27 1966

cc: F. D. Morgan
Ivan Merchant
Frank McKinney (Enc.)
A. V. Benedict

6745

12-2-66

20'-0" Nom. F.S. Corrugated Pipe	@ 5.31/lin ft	= 95.58
Fabrication & Materials Co for 3 Ells and 3' of 3/16" wall 12" ID pipe	Lump Sum	= 269.50
Coating for 18' 12" ID Pipe	@ 156.90/lin ft	= 292.47 EJ
Coating for Ells @ 2.00/ft² (Approx Area = 29 ft²)		= 58.00
8 Dresser Couplings	@ 29.20 Ea	= 233.60
40 Rubber Gaskets	@ 3.40 Ea.	= 136.00
160 Bolts	@ 0.83 Ea	= 132.80
		~~1,167.95~~
		933.73 50

Supplier of couplings, gaskets, & bolts will take back some @ 25% discount

Discount = 0.25(502.40) = 125.60

Kolar 12-2-66 memo

FORM NO. [illegible]

OREGON STATE HIGHWAY DEPARTMENT

FORCE ACCOUNT STATEMENT

1. DATE: June 30, 1966

2. CONTRACT NO.: 6748

3. EXTRA WORK ORDER NO.: #4

4. NAME AND ADDRESS OF CONTRACTOR: Donald M. Drake and Winston Bros. Company
P.O. Box 791
Portland, Oregon

5. DESCRIPTION OF WORK: Salvage 12" water main for West Slope Water District

PER ATTACHED INVOICES	PERIOD COVERED	AMOUNT	TOTALS
6. LABOR			
Drake-Winston	thru May 31, 1966	$ ~~120.04~~ 121.81	
C.J. MONTAG & SONS	thru May 31, 1966	$ 197.98	
		$	
		$	
		$	$ ~~320.02~~ 319.79
7. EQUIPMENT RENTALS			
Drake-Winston	thru May 31, 1966	$ 93.15	
C.J. MONTAG & SONS	thru May 31, 1966	$ 171.98	
		$	
		$	
		$	$ 265.13
8. MATERIALS AND SUPPLIES			
Drake-Winston	thru May 31, 1966	$ ~~27.25 26.97~~	
		$	
		$	
		$	26.97
		$	$ ~~27.25 26.97~~
9. TRANSPORTATION, SUBSISTENCE ETC.		$	
		$	
		$	
		$	
		$	$ ~~61.77~~
		TOTAL AMOUNT	$ ~~611.30~~ 611.89

APPROVED—RESIDENT ENGINEER

10. PAYROLL NO.: 26-1053

11. SIGNATURE: William E. Hicks

APPROVED—DIVISION ENGINEER

12. SIGNATURE: C.W. Bransdorf

Assistant Metropolitan Engineer

OSH REV 7-69

OREGON STATE HIGHWAY DEPA ENT
FORCE ACCOUNT INVOICE
—LABOR—

FOR THE PERIOD ENDED May 31 19 66

1. NAME AND ADDRESS OF CONT OR
Donald M. Drake Company and Winston Bros. Company
P. O. Box 791
Portland, Oregon. 97207

2. DESCRIPTION OF WORK
Cut, cap renaining
appro. 450' of 12"
ing to West Slope W
Salvaged pipe to be
designated storage-

	NAME OF EMPLOYEE	WORK CLASSIFICATION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
(1)	C. O. Clingdanel	Teamster	ST													4									
			OT																						
(2)	B. D. Booker	Hydrocrane Operator	ST													4									
			OT																						
(3)	H. A. Rude	General Laborer	ST													4									
			OT																						
(4)	C. K. Braden	General Laborer	ST													4									
			OT																						
(5)	B. O. Solinger	Mechanic-Welder	ST																4						
			OT																						
(6)			ST																						
			OT																						
(7)			ST																						
			OT																						
(8)			ST																						
			OT																						
(9)			ST																						
			OT																						
(10)			ST																						
			OT																						
(11)			ST																						
			OT																						
(12)			ST																						
			OT																						
(13)			ST																						
			OT																						

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

8. F. I. C. A.—SOCIAL SECURITY		4.200 %
9. STATE INDUSTRIAL ACCIDENT INSURANCE—BASE RATE	5.355 %	
10 LESS REDUCTION RATE	9.2 %	4.916 %
11. OREGON UNEMPLOYMENT COMPENSATION	2.7 %	
12. ADD FEDERAL UNEMPLOYMENT COMPENSATION	.4 %	3.100 %
13. TOTAL TAXES AND INSURANCE ON PAY ROLL		12.216 %

14 TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 1

15 HEALTH AND WELFARE 20 HOURS AT .20
PENSION 16 20 HOURS AT .20

16 HEALTH AND WELFARE 4 HOURS AT .15
PENSION 4 HOURS AT .2

17. TOTAL LABOR TAXES, INSURANCE, HEALTH AND

18 CONTRACTOR'S PERCENTAGE ALLOWANCE (15

19 TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FO

OR
mpany and Winston Bros. Company

n. 97207

2. DESCRIPTION OF WORK
Cut, cap remaining ends and salvage approx. 450' of 12" water main belonging to West Slope Water District.

Salvaged pipe to be hauled to a designated storage site.

3. DATE 6/30/66

PAGE 1 OF 1

4. CONTRACT NO. 6748

5. EXTRA WORK ORDER NO. 4

6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT	TOTAL
							4																			4	4.48		$ 17.92
							4																			4	4.73		18.92
							4																			4	3.90		15.60
				3			4																			4	3.90		15.60
										4																4	4.85		19.40

		6. TOTAL HOURS	7. TOTAL LABOR $ 87.44
4.200	14. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13)		$ 10.68
	15. HEALTH AND WELFARE 16 HOURS AT .20 PER HOUR = $	1.00	3.20
	PENSION 16.20 HOURS AT .20 PER HOUR = $	1.00	3.20
	16. HEALTH AND WELFARE 4 HOURS AT .15 PER HOUR = $	.60	TEAMSTER 1.80
4.916	PENSION 4 HOURS AT .20 PER HOUR = $	.80	$ 3.00
	17. TOTAL LABOR TAXES, INSURANCE, HEALTH AND WELFARE, AND PENSION		$ 105.92
	18. CONTRACTOR'S PERCENTAGE ALLOWANCE 15 % X ITEM 17)	FOR FLAGMEN ONLY — ENTER 37.5% FOR ALL OTHER LABOR — ENTER 15%	$ 106.12 15.84 15.92
3.100			$ 121.81
12.215	19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR ALL LABOR EXCEPT FLAGMEN		$ 122.04

...IL BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 19.

VENDORS

2 DESCRIPTION OF WORK: Removal of water main from "Q" 40+00 to 44+83

3 DATE: June 18, 1966

PAGE 1

4 CONTRACT NO. 6718

5 EXTRA WORK ORDER NO. #4

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	HOURS	RATE	AMOUNT	TOTAL
										8	2½																				10½	4.27	44.84	44.84
										8	2½																				10½	4.92	51.66	51.66
										8																					8	4.05	32.40	32.40
										1½																					3	4.48	13.44	13.44

		6. TOTAL HOURS	32	7. TOTAL LABOR	$ 142.34
.02	%	8. TOTAL TAXES AND INSURANCE (ITEM 7 X ITEM 13)			$ 17.17
		15. HEALTH AND WELFARE — 29 HOURS AT .20 PER HOUR = $ 5.80			
		PENSION — 29 HOURS AT .20 PER HOUR = $ 5.80			
.0835	%	16. HEALTH AND WELFARE — 3 HOURS AT .15 PER HOUR = $ .45 } TEAMSTER			$ 12.65
		PENSION — 3 HOURS AT .20 PER HOUR = $ .60 }			
		17. TOTAL LABOR, TAXES, INSURANCE, HEALTH AND WELFARE, AND PENSION			$ 172.16
.2	%	18. CONTRACTOR'S PERCENTAGE ALLOWANCE 15 % X ITEM 17)		FOR FLAGMEN ONLY—ENTER 57.5% FOR ALL OTHER LABOR—ENTER 15%	$ 25.82
.065	%	19. TOTAL AMOUNT DUE (ITEM 17 + ITEM 18) FOR ALL LABOR EXCEPT FLAGMEN			$ 197.98

BE ENTERED IN ITEM 18. TOTAL AMOUNT DUE CONTRACTOR FOR OTHER LABOR WILL BE ENTERED IN ITEM 19.

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
—LABOR—

FOR THE PERIOD ENDED May 31 19 66

NAME AND ADDRESS OF CONTRACTOR
DRAKE-WINSTON JOINT VENTURERS
P.O. BOX 791
Portland, Oregon

DESCRIPTION
Remov
40+0

NAME OF EMPLOYEE	WORK CLASSIFICATION		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
(1) Bush, L.H.	Oiler	ST											8	2½					
		OT																	
(2) Burr, P.L.	Operator	ST											8	2½					
		OT																	
(3) Nyseth, W.	Laborer Sewer Pipe Layer	ST											8						
		OT																	
(4) Loop, C.	Teamster	ST											1	2½					
		OT																	
(5)		ST																	
		OT																	
(6)		ST																	
		OT																	
(7)		ST																	
		OT																	
(8)		ST																	
		OT																	
(9)		ST																	
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(17)		ST																	
		OT																	
(18)		ST																	
		OT																	
(19)		ST																	
		OT																	
(20)		ST																	
		OT																	

COMPUTATION OF TOTAL TAXES AND INSURANCE ON PAYROLL

8. F. I. C. A —SOCIAL SECURITY		4.2	%
9. STATE INDUSTRIAL ACCIDENT INSURANCE—BASE RATE	%		
10. LESS REDUCTION RATE	%	2.835	%
11. OREGON UNEMPLOYMENT COMPENSATION	%		
12. ADD FEDERAL UNEMPLOYMENT COMPENSATION	%	1.2	%
13. TOTAL TAXES AND INSURANCE ON PAY ROLL 3.83		2.065	%

14. TOTAL TAXES AND INSURANC
15. HEALTH AND WELFARE 2
PENSION 2
16. HEALTH AND WELFARE
PENSION
17. TOTAL LABOR, TAXES, INSUR
18. CONTRACTOR'S PERCENTAGE
19. TOTAL AMOUNT DUE (ITEM

TOTAL AMOUNT DUE CONTRACTOR FOR FLAGMEN WILL BE ENTERED IN ITEM 18. TOTAL AMOUNT DU

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
EQUIPMENT RENTAL

1. NAME AND ADDRESS OF CONTRACTOR
Donald M. Drake Company and Winston Bros. Company
P. O. Box 791
Portland, Oregon 97207

4. DESCRIPTION OF WORK
Cut, cap remaining s
approx. 450' of 12"
ing to West Slope W
Salvaged pipe to be
designated storage

FOR THE PERIOD ENDED May 31 19 66

	DESCRIPTION OF EQUIPMENT	SIZE OR CAPACITY	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21
(1)	Transport-Semi	30-Ton	4
(2)	Crane-Hydrocrane	2½ ton	4
(3)	Pickup	1/2 Ton	1
(4)			
(5)			
(6)			
(7)			
(8)			
(9)			
(10)			
(11)			
(12)			
(13)			
(21)			
(22)			
(23)			
(24)			

5. TOTAL RENTAL

7. CONTRACTOR'S PERCENTAGE

8. TOTAL AMOUNT (ITEM 5 + IT

CONTRACTOR

Company and Winston Bros. Company

97207

DESCRIPTION OF WORK

Cut, cap remaining ends and salvage approx. 450' of 12" watermain belonging to West Slope Water District. Salvaged pipe to be hauled to a designated storage site.

DATE: 6/30/66

CONTRACT NO: 6748

EXTRA WORK ORDER NO: 4

	HOURS	RATE	AMOUNT
4	4	11.00	$ 44.00
4	4	8.80	35.20
1	1	1.80	1.80
			$ 81.00
7. CONTRACTOR'S PERCENTAGE ALLOWANCE (15 % x ITEM 6)			$ 12.15
8. TOTAL AMOUNT (ITEM 6 + ITEM 7)			$ 93.15

FORM E-288c

OREGON STATE HIGHWAY DEPARTMENT

FORCE ACCOUNT INVOICE

EQUIPMENT RENTAL

1. NAME AND ADDRESS OF CONTRACTOR

2. DESCRIPTION OF WORK

FOR THE PERIOD ENDED 19

DESCRIPTION OF EQUIPMENT	SIZE OR CAPACITY	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
(1)												✓		✓								
(2)	Shovel											✓		✓								
(3)																						
(4)																						
(5)																						
(6)																						
(7)																						
(16)																						
(17)																						
(18)																						
(19)																						
(20)																						
(21)																						
(22)																						
(23)																						
(24)																						

6. TOTAL RENTAL

7. CONTRACTOR'S PERCENTA

8. TOTAL AMOUNT (ITEM 6 +

S OF CONTRACTOR	2. DESCRIPTION OF WORK	3. DATE	PAGE OF
		4. CONTRACT NO.	
		5. EXTRA WORK ORDER NO.	

2 3 4 5	6 7 8 9 10	11 12 13 14 15	16 17 18 19 20	21 22 23 24 25	26 27 28 29 30 31	HOURS	RATE	AMOUNT
								$
								$

7. CONTRACTOR'S PERCENTAGE ALLOWANCE (% X ITEM 6)		$
8. TOTAL AMOUNT (ITEM 6 + ITEM 7)	171.92	$ 171.92

FORM 6208

OREGON STATE HIGHWAY DEPARTMENT
FORCE ACCOUNT INVOICE
MATERIALS AND SUPPLIES

1. DATE: June 30, 1966
PAGE 1 OF 1
2. CONTRACT NO.: 6748
3. EXTRA WORK ORDER NO.: 4

4. NAME AND ADDRESS OF CONTRACTOR
Donald M. Drake Company and Winston Bros. Co.
P. O. Box 791
Portland, Oregon 9720?

5. DESCRIPTION OF WORK: Salvage pipe for West Slope Water Dist.

MATERIALS AND SUPPLIES FOR THE PERIOD ENDED 19

REC. NO.	NAME OF SUPPLIER	PER ATTACHED RECEIPTS AMOUNT	
(1)	Knapp Lumber 40 lf 6x6 ✓ 120 bfm ✓ 90.00m	$ 10.68 ~~10.80~~	
(2)	Portland Bolt 5- 5/8 x 5" Galv. Machine Bolts ✓	1.82	
(3)	Standard Steel Warehouse 1- 1/4" x 12-3/4" x 72" plate	3.74 ~~3.96~~	
(4)	D & M Products 38-Wooden Wedges @ .0533	2.01 ~~2.03~~ ✓	
(5)	12' 3/16 x 4' pipe (James T. Nance)	5.00	
(6)			
(7)			
(8)			
(9)			
(10)			
(11)			
(12)			
(13)			
(14)			
(15)			
(16)			
(17)			
(18)			
(19)			
(20)			
6. TOTAL AMOUNT		$ 23.25 ~~23.55~~	23.45
7. CONTRACTOR'S PERCENTAGE ALLOWANCE 15 % OF TOTAL AMOUNT (LINE 6)		$ 3.51 ~~3.53~~	3.52
8. TOTAL MATERIALS AND SUPPLIES THIS INVOICE		$ 27.25	26.97

26/85

(11)

[illegible] LUMBER SALES, INC.

CUT STOCK - LUMBER - COX-SHOOK

0224 S. W. HAMILTON STREET
PORTLAND, OREGON 97201

TELEPHONE NUMBER
AREA CODE 503 CA 8-5148

Pay 1/27

DATE January 17, 1966

INVOICE NO. 8216

SOLD	Drake Winston Company
AT	P. O. Box 791, Portland, Oregon
SHIP	Same, S. W. 18th & Mill
AT	Portland, Oregon
SHIPMENT	1/11/66
ROUTE	Truck

YOUR NO. E 2626
OUR NO. 205
F.O.B. Delivered
TERMS 2% - 10 days

CAR NO.

ALL DISCOUNTS APPLY ON NET OF INVOICE AFTER FREIGHT IS DEDUCTED:
INTEREST AT 6% PER ANNUM WILL BE CHARGED ON PAST DUE ACCOUNTS.

GREEN DOUGLAS FIR

Construction

2 x 10 - Rough - 33/18	990' @ $85.00	$ 84.15
6 x 6 - Rough - 100/10	3,000' @ $90.00	270.00
10 x 10 - Rough - 4/12 42/16	6,000' @ $90.00	540.00
		$894.15
		17.88
		876.27

Pack
2-6x6 3 3 3
2-030
1/2 Mach. Rec. #1003 1-11-66

RECEIVED
DRAKE - WINSTON
JAN 18 1966

Portland Bolt & Manufacturing Co.

INCORPORATED

930 N.W. 14TH AVE. • PORTLAND, OREGON 97209

PHONE 227-5488

HOT DIP GALVANIZING • BOLTS • NUTS • WASHERS • BRIDGE RODS • BUILDERS' IRON WORK

SOLD TO

Dugan-Wharton
c/o Donald H Drake
Dugan-Wharton Co.
Portland, Ore. 97209

DATE 5-11-66

ORDER NO. 5319

CUSTOMER'S ORDER NO. E 3279

7% INTEREST CHARGED ON PAST DUE ACCOUNTS

5	5/8 x 8" galvd. machine bolts, w/hex nuts,	36.33C	1.82

TERMS: NET CASH, NO DISCOUNT

[illegible] WAREHOUSE CO.

2211 N. W. [illegible] AVE.
PORTLAND, OREGON 97209

AREA CODE 503
TELEPHONE 226-3201

20453

DATE 5-11- 19 61

YOUR ORDER NO. E 3277

ORDERED BY

QUANTITY	DESCRIPTION	WEIGHT	PRICE	AMOUNT
5	Pcs. 3" X 1/4" x 20' STRIP	96	.0900	9.41
1	Pc 4" X 1/4" X 22" RED PLATE	66	.0600	3.96
	11/1			
	7 + 7 + 7 - 20			
	1 - 0 - 9.3#			
	EOP 4 3-96			
	3/4			

RECEIVED ABOVE IN GOOD CONDITION

TERMS:
½ OF 1% TEN DAYS

TOTAL $ 13.37

13.30

INVOICE

Member NWPMA

INVOICE

DAMCO Brand

D & M Products, Inc.

Manufacturers of
Damco Wood Products and other Pacific Coast Forest Products

P. O. Box 20037
PORTLAND, OREGON 97220
PHONE 254-6583

SOLD TO: Drake-Winston Company
P. O. Box 791
Portland, Oregon 97207

SHIPPED TO: Vista Avenue Tunnel

DATE: April 12, 1966
INVOICE NO.: 66-902
YOUR ORDER NO.: E-3192
OUR ORDER NO.: 9335
CAR NO.:

ROUTE: Our truck

F. O. B.: Delivered

TERMS: 1% 10 days

2000 Wedges	@ $5.33 per C pcs.	$106.60 1.07 105.53

Delivery tickets 7334 and 7357

DRAKE - WINSTON

2-030

INV. 4/1

MACH. RLG.

#1336 4/27

DRAKE & Winston — May. 10 - 66

Recvd $5.00 for one Pcc. of

12 X 3/16 X 4' Pipe.

R.C.P. Co

James T. Vance

Form 186 — Received From

DONALD M. DRAKE CO. - PETTY CASH FUND

Date

For: P.G.P. Co.

1 - 12 x 3/16 x 4' Pipe

TO Its CHARGE To: (Job Name)

Date	Description	Code	Amount
			5.00

TOTAL

* * * * * SUMMARY * * * * * * * * * * *

Code	Amount

TOTAL

APPROVED BY: RECEIVED BY:

DONALD M. DRAKE COMPANY

TO

DATE

JOB NO. COST CODE

DELIVER TO

F.O.B. TERMS

QUANTITY	DESCRIPTION	COST
100	3/4 x 13 Steel Pipe	
1	1/4 x 13 3/4 x 12" Plate = THK	

REQUISITION NUMBER AND NAME OF JOB MUST BE SHOWN ON ALL INVOICES

IMPORTANT NOTICE—Furnish no materials, equipment, labor or services for which extra compensation will be expected without written order from Job Superintendent or Purchasing Agent. Payment will not be made unless so covered.

MAIL INVOICES IN TRIPLICATE TO:

DONALD M. DRAKE COMPANY
PORTLAND, ORE. • SAN FRANCISCO, CALIF.

By

QUINT. — FIELD OFFICE RECEIVING

PURCHASE ORDER

No. E 3277

FORM P-107

OREGON STATE HIGHWAY DEPARTMENT

FORM E-428 (7-43)

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Extra Work Orders except those for flagging where STATE pays 57½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

PROJECT NAME: Vista Ridge East Bound Tunnel		CONTRACT NUMBER: ~~FS~~ 6748	ORDER NO.	Sheet 1 of 1
HIGHWAY: Sunset	FORCE ACCOUNT NUMBER: EWO #4	DATE: 5-11-66		SHIFT: Day
CONTRACTOR: Drake - Winston	SUB-CONTRACTOR: Geo. Marr			PREFIX: 26-1053

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
Bush	oiler		8					
Burr	operator		8					
Willard	laborer		8					
Transport	46000 gross		1½					
Teamster	"		1½					
Backhoe	44 ft 3/4 cy bucket		8					

REMARKS: Removing West Slope water main From "OJ" 90+00 to 97+83
Trailer on Transport 33' long

Contractor's Representative: Leigh A. Marr

Inspector: George Finn

OREGON STATE HIGHWAY DEPARTMENT

FORM E-428 (7-63)

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Extra Work Orders except those for flagging where STATE pays 57½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

PROJECT NAME: Vista Ridge East Bound Tunnel		CONTRACT NUMBER: 6748	ORDER NO.	Sheet 1 of 1
HIGHWAY: Sunset	FORCE ACCOUNT NUMBER: E.W.O. #4	DATE: 5-12-66		SHIFT: Day
CONTRACTOR: Drake	SUB-CONTRACTOR: Geo Marr			PREFIX: 26-1653

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
Backhoe	¾ Cy 11.5 to		2½	✓				Backfilling ditch dug
Bush	operator		2½	✓				to remove 12" water
Burr	oiler		2½	✓				Main on "OJ" line 48+00
Transport	16000 gross		1½	✓				To 44+83
Teamster			1½	✓				

REMARKS: Transport Trailer 33' long

Contractor's Representative: George A Marr

Inspector: George Finn

OREGON STATE HIGHWAY DEPARTMENT

FORM E-428 (7-63)

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Extra Work Orders except those for flagging where STATE pays 57½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

PROJECT NAME: Vista Ridge - East Bound Tunnel		CONTRACT NUMBER: 6718	ORDER NO.
HIGHWAY: Sunset	FORCE ACCOUNT NUMBER: #1	DATE: 5-13-68	SHIFT: Day
CONTRACTOR: Drake	SUB-CONTRACTOR		PREFIX: 26-1053

Sheet 1 of 1

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
Transport	Gross 41280 Trailer 33' long		4					Picking up 12" water main along Jefferson Rd. & stock piling near pumping plant on Jefferson Rd.
Crane	P.Tman - Model 58HL 25 Ton		4					
pick up Truck	½ Ton		1					
Teamster	For Transport		4					
Operator	For Crane		4					
Laborers	2		8					
6"x6" Timbers	40 lin. FT.		✓					

REMARKS:

Contractor's Representative: J McCastlan

Inspector: George Finn

OREGON STATE HIGHWAY DEPARTMENT

FORM E-428 (7-63)

DAILY RECORD OF FORCE ACCOUNT WORK

INSTRUCTIONS: (To be used for all Extra Work Orders except those for flagging where STATE pays 57½% of cost.)

DISTRIBUTION: ORIGINAL—Contractor
DUPLICATE—Accounting Division
TRIPLICATE—Resident Engineer's file

PROJECT NAME: Vista Ridge E. Bound Tunnel		CONTRACT NUMBER: 6778	ORDER NO.	Sheet 1 of 1
HIGHWAY: Sunset	FORCE ACCOUNT NUMBER: 4	DATE: 5-16-66		SHIFT: Day
CONTRACTOR: Drake - Winston	SUB-CONTRACTOR			PREFIX: 26-1053

LABOR, MATERIALS & EQUIPMENT

NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	NAME OR TYPE	CLASS OR SIZE	RATE	HOURS	WORK DONE OR LOCATION
								Fabricating pipe ends
¼" Plate	¼" x 12¾" x 72"							& installing same
12" Pipe	12" x ⅜ x 4'		5 EA					wedges to keep pipe
Welder Mech.			4 -					From rolling off stock
Welges 38	unsalv @ 5%		1.90					pile

REMARKS: Turned The left over pipe & Plate to Maintenence Dept

Contractor's Representative: John K. Gray Engr. Inspector: George Finn

RECEIVED
MAY 23 1969
FOR FILING

11-18(12)

6748

HK

April 25, 1969

MISC. CONTRACTS and
AGREEMENTS No. 3215
4-22-69

City of Portland
City Hall
Portland, Oregon 97204

Attention: Mr. Ray Smith
Auditor

Gentlemen:

Attached for your files are two fully executed copies of an agreement covering the power costs for the lights which were installed in the eastbound Vista Ridge Tunnel and the lights which will be installed in the westbound tunnel.

We have retained a fully executed copy of this agreement for the Commission's records.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Attachment

cc Mr. F. B. Crandall
(conformed agreement attached)

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 3, 1969

Oregon State Highway Commission

AGENDA
4K

Gentlemen:

An agreement has been executed with the City of Portland covering the power costs for the lights which were installed in the eastbound Vista Ridge Tunnel and also covers the lights which will be installed in the westbound tunnel.

By the terms of the agreement, the State is to care for maintenance and the City agrees to pay for the power consumed by the lighting systems.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the April 22 meeting.

Very truly yours,

Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

1 copy in supplement

bc: Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
F. B. Crandall
E. S. Hunter
J. J. Gix
A. E. Johnson
L. W. Rulien

(A)
3 COPIES TO BE SIGNED

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 28, 1969

RECEIVED
MAR 31 1969
TRAFFIC ENGINEERING

Mr. Ray Smith
Auditor of the City of Portland
Portland, Oregon 97204

Dear Mr. Smith:

This will acknowledge receipt of four copies of an agreement for installation of luminaire units in the eastbound and westbound Vista Ridge Tunnels.

When the agreement has been approved by the Commission, two copies will be returned to your office as requested.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bc Mr. F. B. Crandall

OFFICE OF CITY AUDITOR

RAY SMITH
CITY AUDITOR

CITY OF PORTLAND
OREGON

March 27, 1969

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Post Office Box 30
Salem, Oregon 97310

Dear Mr. Query:

Please find enclosed quadruplicate copies of agreement with the Sate of Oregon, by and through its State Highway Commission, for installation and maintenance of 627 fluorescent luminaire units in the eastbound and westbound Vista Ridge Tunnels of the Sunset Highway, providing for the cost of installation and maintenance, as authorized by Ordinance No. 128766, passed by the City Council on March 26, 1969.

Will you kindly have the proper officials sign all four copies of the agreement which has already been executed by the City officials and return two copies to this office for our files.

Yours very truly,

Auditor of the City of Portland

MS:mb
Encls.

NOTED
L.E. GEORGE

RECEIVED
MAR 31 1969
OREGON
STATE HIGHWAY COMMISSION

7122

~~7106~~

January 30, 1969

See # 7122 for attachments

Mr. Carl Wendt
Highway Engineering Coordinator
Bureau of Traffic Engineering
City Hall
Portland, Oregon 97204

Dear Mr. Wendt:

There are attached five copies of a State-City agreement covering the installation of luminaire units in the two Vista Ridge Tunnels on the Sunset Highway.

In keeping with the standard format for this type of agreement, the State is making the installation at its expense and agrees to care for future maintenance. The City is being asked to assume the power costs.

Will you please arrange for the signing of these agreements by the proper City officials and return them to this office. We will then arrange for their execution by the State Highway Commission.

Your cooperation in this matter will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments (5)

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
A. E. Johnson (enc.)
L. W. Rulien (enc.)
H. S. Cox

VPJ:ji ja

RECEIVED
MAR 25 1969

412 Mohawk Building
222 S. W. Morrison Street
Portland, Oregon 97204

March 19, 1969

08-06.31

Mr. J. F. Davies
955 S. W. Denny
Beaverton, Oregon 97005

Dear Mr. Davies:

It sure is a dinky little fan to push such air through such a big hole isn't it? Actually that "four propellered" gadget hanging in the top of the fabulous new eastbound Sunset Tunnel is an anemometer. Weather Bureaus use these instruments to measure and indicate the force or speed of the wind.

That's what the Oregon State Highway Department is doing. They will keep records for possibly a year or so to find out if natural ventilation is sufficient to keep the tunnel clear of dangerous fumes. By keeping records of the carbon monoxide level they will assure your safety. At the same time this fine public agency is watching out for the taxpayers dollar. A forced air system will not be installed unless it's necessary to protect the public.

The curious little device cost about $400. This would represent a cost of about 3/10ths of a mill to each registered vehicle owner in the State of Oregon. It's worth this cost since ventilating systems are not too cheap.

We're happy to hear that you like the tunnel. Federal Highway funds assisted in paying for part of the cost but the improvement was supervised by your State Highway Department. Its personnel are the front line troops who often take quite a beating as public servants. Possibly you could drop the Department a line to express your appreciation and obtain further details if your overdeveloped sense of "awareness" is not fully satisfied by my reply.

RECEIVED
MAR 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

T. Dec, Chief
Planning & Research Division

cc: Oregon Division
w/copies of letter

NOTED

J.F. Davies
155 SW Denny
Beaverton Or 97005

Federal Highway Administration
222 SW Morrison
Portland Or

Gentlemen

Your recent accomplishment and completion of the tunnel on Canyon Road is an absolute monument. The drive is now routine for me, except for one factor, and my curiosity can no longer be surpressed. What earthly purpose does the four propellered fan serve.

I'd be fascinated to know who put it there, its function, total expense and expense to each taxpayer.

Of course your immediate response will satisfy my overdeveloped sense of "awareness"

Thank you
J.F. Davies

RECEIVED
FEB 27 1969
FOR FILES

RECEIVED
FEB 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

.CNM

LRW CON 0// PDP 24 2-25-69 2.55P

F D KLABOE

F D MORGAN

EASTBOUND VISTA RIDGE TUNNEL WAS OPENED AT 2.50 PM THIS DATE

A E JOHNSON
LH
34.17
44.88.

NOTED
F. D. KLABOE

Copies to
Cooper
Porter
2-25-69

RECEIVED
FEB 25 1969
FOR

6-3/21-2
6748

OREGON STATE HIGHWAY DEPARTMENT

PRESS RELEASE

Stadium Fwy-Vista Ridge Tunnel Opening

The Oregon State Highway Department announces that the N.W. Johnson Street-S.W. Montgomery Street section of the Stadium Freeway will be opened to traffic on Tuesday, February 25. At the same time the eastbound Vista Ridge Tunnel connecting Canyon Road to the Stadium Freeway and S.W. Market Street will also be opened.

The newly-opened section of Freeway will continue on from the part already under use which now terminates at S.W. 12th Avenue. Inbound motorists using the new section will find three exits available to them:

(1) The SALMON STREET exit leaves the freeway just north of Montgomery Street and terminates at S.W. 14th and Salmon Streets. Motorists will be able to use 14th Avenue for northbound and Salmon Street for eastbound into the downtown area.

(2) The EVERETT STREET exit leaves the Freeway just north of Burnside Street and terminates at 14th and Everett Streets, allowing motorists the use of both of those streets.

(3) The NW PORTLAND exit which is actually the northerly end of the new section, puts traffic on N.W. Johnson Street at N.W. 15th Avenue. By continuing up Johnson Street to N.W. 18th motorists will find themselves on the through route (U.S. 30 West) to Vaughn Street and St. Helens Road.

For connections to the southbound side of the newly-opened section, drivers will find three new entrances to the freeway:

(1) At N.W. 16th and Irving Street;

(2) at N.W. 16th and Everett Street; and

(3) at S.W. 13th and Taylor Street.

All these entrances will allow traffic access to the previously opened section of Stadium Freeway for connections to East, South and Northbound Freeways.

Motorists who are accustomed to using the ramp at S.W. 14th and Montgomery Street for access to the southbound Stadium Freeway and who will continue to use this ramp should exercise extreme caution as they enter the Freeway since they will now have to merge with other traffic using the newly-opened section.

NOTED
FORREST COOPER

Motorists using inbound Canyon Road will find, by using the eastbound Vista Ridge Tunnel, that they will have access to the Stadium Freeway, both northbound and southbound and to S.W. Market Street. Via the northbound Stadium Freeway they will have exits at EVERETT STREET and for N. PORTLAND as described above. They will not be able to exit at SALMON STREET so they should use the MARKET STREET exit for destinations in the S. W. downtown area. The southbound connection from the tunnel to the Freeway will give motorists an exit to S. W. 6th Avenue and connections to the southbound, northbound and east bound Freeways.

Inbound traffic on Canyon Road desiring to go to Vista Avenue, Washington Park area and the area served by S. W. 18th and Jefferson Street should not use the new tunnel. They should use the left lane of Canyon Road near the tunnel portals which will allow them to remain on Canyon Road.

See the attached map for locations of ramps.

Call 235-8911-extension 53 for additional details.

RECEIVED
FEB 20 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 8 1969

UNITED STATES GOVERNMENT

Memorandum

U-318(10)
6148

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

DATE: January 3, 1969

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : For R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-318(10)
Vista Ridge (EB) Tunnel
Bureau of Water Works

We concur with Mr. Litchfield's December 19 recommendation to retain the City's 6-inch water main as a permanent alternate supply between SW. 16th and SW. 18th at SW. Mill St.

Your permit should clearly state the circumstances and understandings reached including the abandonment of the line should a failure occur or if the right of way is needed then extinguishment of their rights. This access provision also should be clearly set out.

It is understood that a credit for salvage will be made.

1-8-69
REFERRED TO
[illegible] State Hwy. Engr.

RECEIVED
JAN 7 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 20 1968
FOR FILING
11-31-11
6748

December 19, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon 97301

Re: Water Main Installation
Bureau of Water Works
City of Portland
Vista Ridge East Bound Tunnel Sec.
Sunset Highway
Multnomah County
Project No. U-316 (10)

Dear Sir:

Herewith you will find the following data pertaining to this project:

1) Two copies of a letter from Jack Hoxie, Field Utilities Liaison Engineer, dated November 22, 1968.

2) Two copies of a letter from the Bureau of Water Works, City of Portland, dated November 15, 1968.

3) Two copies of the Bureau of Water Work's estimate of the salvage value for the six-inch water main.

4) Two copies of an "as constructed" sketch map prepared by the Bureau of Water Works showing the location of the six-inch water main.

The six-inch water main was originally installed, as authorized by your memorandum of November 10, 1965, to serve as a temporary supply until highway construction was completed on S. W. 18th Ave. and the permanent water main installed. Construction has been completed on S.W. 18th Avenue and the permanent water main installation put into service.

The Bureau of Water works now requests permission to retain the six-inch water main as a permanent alternate source of supply until such time as it becomes necessary to replace or abandon it because of subsequent highway construction or maintenance problems.

The location of the main does not conflict with the proposed construction of the Vista Ridge West Bound Tunnel Section, Project No. FU-318 (11). Entrance onto the State's right of way is not required for any operational maintenance. The State will be reimbursed for the estimated salvage value.

The State, therefore, recommends approval of the Bureau of Water Works request to retain the six-inch temporary main, under permit, on State highway right of way as an alternate source of water supply.

Very truly yours,

F. E. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

JMC:ns

Enclosures

cc: F. B. Kinboe
C. H. Hainen
A. E. Johnson
Jack Neals

FORM E-50 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

November 22, 1968

SUBJECT: Temporary 6" Water Main Installation
Vista Ridge - E.Bound Tunnel
Sunset Highway
Multnomah County

To: Mr. T. W. Litchfield
Utilities Liaison Engineer
Salem, Oregon

Herewith a letter and sketch from the Water Bureau, City of Portland, with a request to maintain a 6" water main, originally installed as temporary, as a permanent alternate source of supply.

Embankment and surcharge placed across S. W. 18th Avenue, under subject project, endangered the existing main. This main not only supplied water to several residences, in the severed area, but also provided the fire protection. The temporary installation was made so these services could be maintained. Removal of the embankment and surcharge to permit construction of a rigid frame structure over S. W. 18th Avenue, to reestablish permanent access to the severed area, and to permit the permanent water supply to be restored have been accomplished under contract 7122.

In a letter of transmittal of September 27, 1965 which accompanied estimates and sketches for the above adjustments, the Water Bureau agreed to salvage the temporary main and credit the Highway Department with the salvage value. It is now proposed the Department be credited with an estimated salvage value of $712.85, and the work sheet to support this amount is included.

The location of the temporary main does not cause any conflicts with construction under contract 7122. As noted in the letter from the Water Bureau, should a failure occur, or the right of way be required for highway purposes in the future, the main can be shut off and eliminated.

Recommendation is made for approval of this request with the provision the proper permit application is executed by the Water Bureau.

Jack Hesla

JH:lh
Enc
cc: A. E. Johnson
Wm. Ikola

Jack Hesla
Field Utilities Liaison Engineer

Routing

Morgan
Decker
Bond
Walker
Boehme
Johnsen

RECEIVED
NOV 25 1968
CONSTRUCTION
DIVISION

Peaso
Swan
Glenn
Litchfield
Gallagher
Stein

H. KENNETH ANDERSON
CHIEF ENGINEER
100 CITY HALL

FRANK F. FAGUE
OPERATIONS SUPERINTENDENT
1900 N. INTERSTATE AVE.

TED SUDERBURG
SUPERINTENDENT
112 CITY HALL

GRANT E. MILLER
ASSISTANT SUPERINTENDENT
112 CITY HALL

BUREAU OF WATER WORKS
CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC UTILITIES
MARK A. GRAYSON
COMMISSIONER

November 15, 1968

A. E. Johnson, Metropolitan Engineer
Oregon State Highway Department
5821 N. E. Glisan Street
Portland, Oregon

ATTENTION: Jack Hesla, Utilities Liaison Engineer

RE : WATER MAIN - O.S.H.D. PROJECT NO. U-318-(10)

Dear Sir:

In 1966 the Bureau of Water Works installed a 6" ductile iron water main in Oregon State Highway Department right-of-way as a temporary main to supply several residences, the water supply to which was disrupted by the subject project. Costs of this water main were paid by the Oregon State Highway Department.

The Bureau of Water Works agreed to salvage said water line if feasible after the installation of the permanent main which work has now been completed.

It is the desire of the Bureau of Water Works to retain this temporary main as an alternate source of supply to the area southerly of the Highway Department's right-of-way until such time as it becomes necessary to replace or abandon it because of subsequent highway construction or maintenance problems.

The valves isolating this main are located outside of Highway Department's right-of-way and entrance into the right-of-way for operation or maintenance is not contemplated.

It is proposed, therefore, that the Bureau of Water Works reimburse the Oregon State Highway Department for the estimated salvage value of

the recovered material less removal costs in accordance with the enclosed estimate provided the Highway Department will issue a permit to the Bureau of Water Works to retain the main in its present location.

The credit due the Highway Department is estimated to be $712.85.

Enclosed please find Bureau of Water Works' Drawing No. 10272 showing the location of the pipeline.

Your early consideration of this matter would be appreciated.

Very truly yours,

/s/ H. Kenneth Anderson

H. KENNETH ANDERSON, P.E.
Chief Engineer
Bureau of Water Works

HKA:gr
Enclosure

cc: Ted Suderburg

cc: L. Faull

4

BUREAU OF WATER WORKS
Room 100, City Hall
Portland, Oregon 97204

E S T I M A T E

FOR SALVAGE OF 6" DUCTILE IRON MAIN AND APPURTENANCES, JOB NO. 10272, INSTALLED 1966, CHARGE NO. A 73-7962, (DRAWING NO. 10272) LOCATION: O.S.H.D. RIGHT-OF-WAY SOUTH OF S.W. MILL STREET BETWEEN 16TH AND 18TH AVENUES

Bill #516
22 APR 66 #19,417.78 OIP. 6798 — 26-1053-241

INSTALLATION COST (ACTUAL):

Material	$1,849.34	(includes 5% cartage)
Labor	1,732.90	
Equipment	363.95	
Miscellaneous	100.10	
Sub-total	$4,046.29	
+ 15% Engineering and Supervision	606.94	
TOTAL COST	$4,653.23	

SALVAGE COST (ESTIMATE):

Material - Original Cost Less 5%		$1,761.28
LESS: Labor - 50% of installation cost	$ 866.45	
Equip. - 50% of installation cost	$ 181.98	
		-$1,048.43
ESTIMATED SALVAGE VALUE		$ 712.85

APPROVED
V. E. Stong
ASS'T. CONTROLLER

From D. Pope

Breakdown of material, etc., used in
St e Highway job A73 7962, P 010272

MATERIAL:

Quantity		Item	Unit Price		Amount
32	lgths	6" DI pipe	$ 38.34	lgth	$1226.88
2		6" MJ gates OR std	50.45	ea	100.90
1		6" MJ & flg gate	48.67	ea	48.67
5		6" MJ 45° bends	16.27	ea	81.35
3		6" MJ 22½° bends	16.90	ea	50.70
1		6" MJ 11¼° bend	16.17	ea	16.17
2		6" MJ solid sleeves	15.00	ea	30.00
1		4" MJ solid sleeve	10.64	ea	10.64
1		6" MJ to flg tee	30.30	ea	30.30
1		6" x 2" MJ tap plug	5.43	ea	5.43
1		4" MJ solid plug	3.11	ea	3.11
2		4" bell clamps	1.47	ea	2.94
2		#2 CIV boxes	24.86	ea	49.72
8		3/4" x 3¼" machine bolts	.15	ea	1.20
6		3/4" tie down bolts	.72	ea	4.32
7	ft	3/4" RM steel	.14	ft	.98
3	gals	Chlorine	.90	gal	2.70
28	cu yds	Hvy RR Ballast TH	2.25	cu yd	63.00
24	cu yds	Fine RR TH	2.25	cu yd	54.00
5	cu yds	1¼-0 Cr. rock WH	2.35	cu yd	11.75
3	sks	Cement	1.26	sk	3.78
6	sks	Sand	.11	sk	.66
9	sks	Gravel	.11	sk	.99
					1800.19

LESS MATERIAL RETURNED UNUSED:

1	lgth	6" DI pipe @ 38.91 lgth	-	38.91
				1761.28
		Plus 5% stock handling		88.06
		TOTAL MATERIAL:		1849.34

LABOR:

Dec. 20, 1965 thru Mar. 2, 1966:

	1419.68
Plus 12½%	177.46
Plus 8½%	135.76
TOTAL LABOR:	1732.90

EQUIPMENT:

Same period:

	363.95
TOTAL EQUIPMENT:	363.95

MISCELLANEOUS:

PW bill # 3982 for 12/31/65
(repair broken house lateral): 100.10

TOTAL MISCELLANEOUS: 100.10

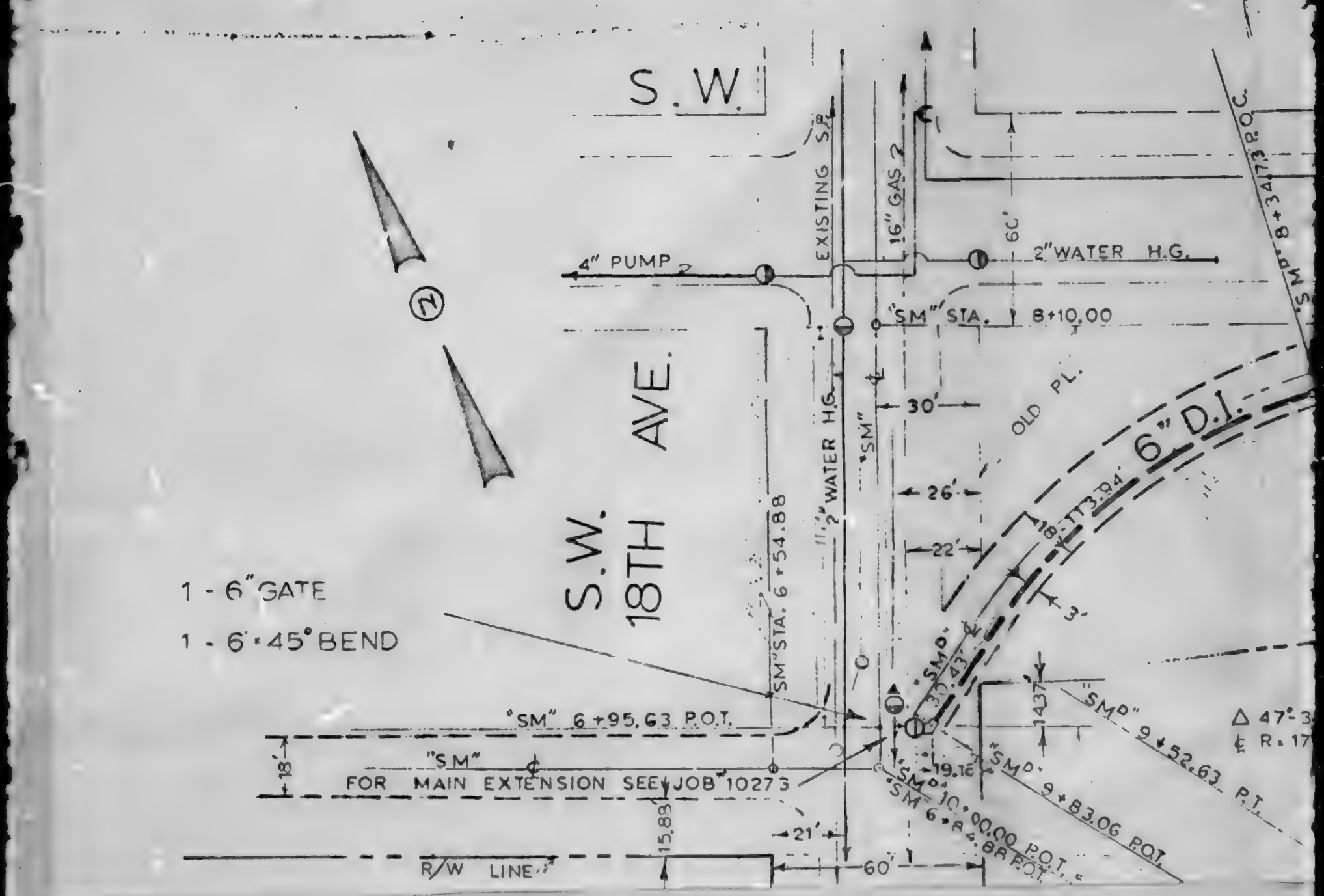
SUMMARY:

Material:	1849.34
Labor:	1732.90
Equipment:	363.95
Miscellaneous:	100.10
	4046.29
Plus 15% Supervision:	606.94
	4653.23

"In State Hwy. R/w, 5' North of and parallel to the Southerly access control line between S. W. 16th Ave. and S. W. 18th Avenue."

558 ft. of 6" DI pipe used.

Job ran from 12/20/65 thru 3/2/66.


S.W.
EXISTING S.P.
16" GAS
6C'
4" PUMP
2" WATER H.G.
"SM" STA. 8+10.00
S.W. 18TH AVE.
30'
OLD PL.
6" D.I.
18"-17.94'
26'
22'
3'
2" WATER H.G.
"SM"
"SM" STA. 6+54.88
1 - 6" GATE
1 - 6"x45° BEND
"SM" 6+95.63 P.O.T.
"SM"
FOR MAIN EXTENSION SEE JOB 10273
18'
15.88'
21'
R/W LINE
60'
"SMD" 9+52.63 P.T.
"SMD" 9+83.06 P.O.T.
"SMD" 10+00.00 P.O.T.
"SM" 6+94.88 P.O.T.
19.16'
30.43'
14.37'
Δ 47°-3
℄ R.-17

MILL
6" PUMP
"SM D" 8+34.73 P.O.C.
"SM D" 7+63.00 P.O.T.
CURB LINE
"SM D" DETOUR
45°±
100.41'±
77.0'
9°-48'-57"
P.C.
45°
5'
TEMPORARY
132.0'±
2-22½°
65'
33.5'±
140.0' MAIN
140'
170'
ACCESS CONTROL & R/W
"SM D" 8+04.06 P.C.
Δ 47°-32'-30"
℄ R = 179.05'
P.T.
150' TO N.PL. S.W.
NOTES
1. NOTIFY UTILITIES PRIOR TO CONSTRUCTION.
2. CONTACT STATE HWY. FOR FUTURE GRADE IN 18TH AVE. & "SM D" ALIGNMENT.

ST. 102

NOTE:
SEE JOB # 10271 FOR
INVERT OF FUTURE P.G.E. CABLE,
& REPLACEMENT OF PUMP MAIN.

ITEM NO. 2,
OF WATER
DATED 9-27

2 - 6" GATES
1 - 6"6" TEE
2 - 6"x45° BENDS
1 - 6" SOLID SLEEVE

CITY OF PORT
BUREAU OF

6" MAIN O
HIGHWAY
S.W. 16TH AV
O.S.H.D. PROJ. NO

JOB NO. 10272
CHARGE A-73
DRAWN BY G.L.J.
1/4 SEC. 3128 & 312

APPROVED-SEWER
CI

APP'D
APP'D

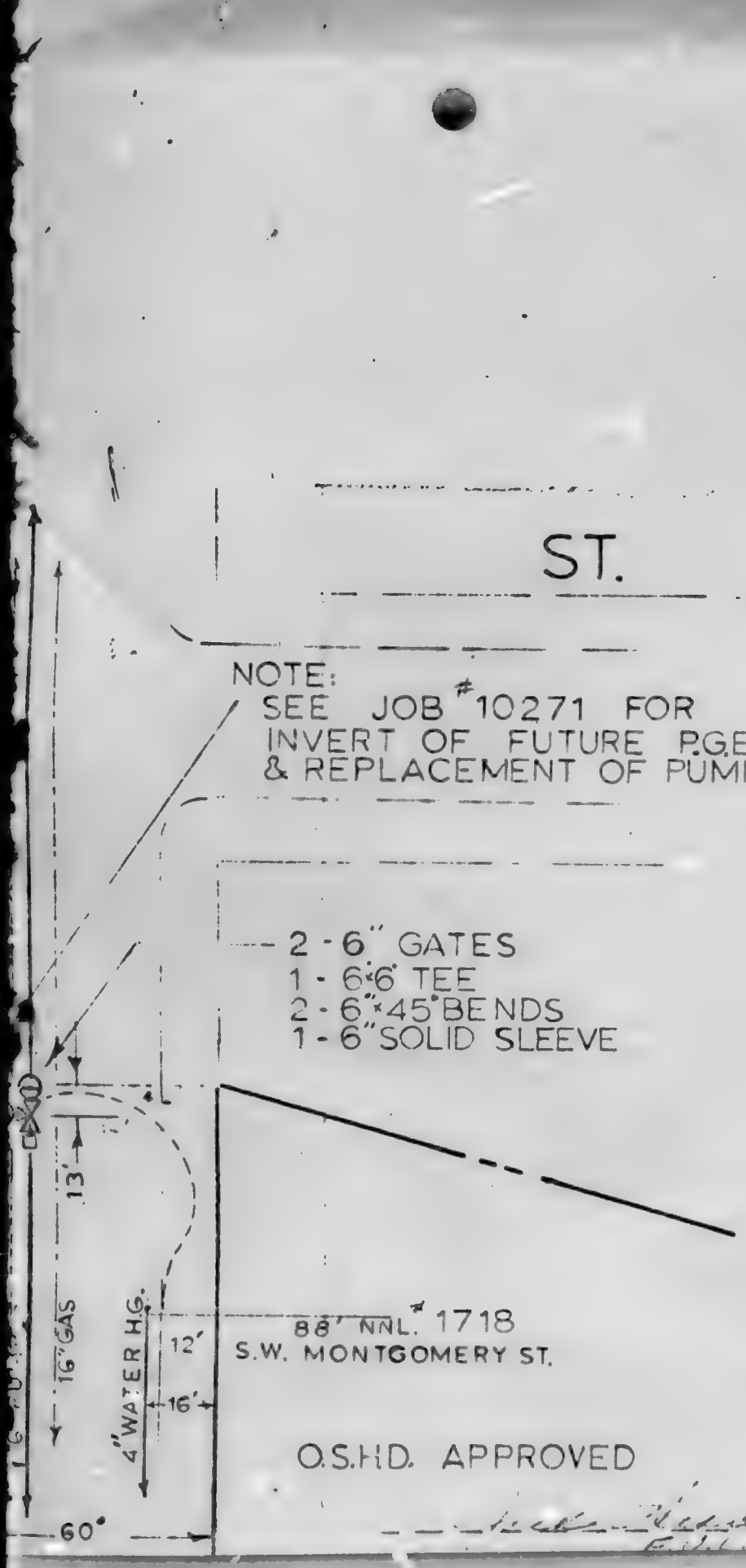
MAIN
50'
5'
AVE
FUTURE
P.G.E. CABLE
45°
25'
42'
170'
150' TO N.PL. S.W.
MONGOMERY ST.
S.W. 16TH
12'
16" PUMP
16" GAS
13'
4" WATER H.G.
12'
16'
18'
60'
88° NNL. 1718
S.W. MONTGOMERY ST.
O.S.H.D. APPROVED

ST. 10272

NOTE:
SEE JOB # 10271 FOR
INVERT OF FUTURE P.G.E. CABLE,
& REPLACEMENT OF PUMP MAIN.

ITEM NO. 2, MAIN RELOCATIONS OF WATER BUREAU ESTIMATE DATED 9-27-65.

2 - 6" GATES
1 - 6"6" TEE
2 - 6"x45° BENDS
1 - 6" SOLID SLEEVE



O.S.H.D. APPROVED

CITY OF PORTLAND, OREGON
BUREAU OF WATER WORKS

6" MAIN OREGON STATE HIGHWAY R/W.
S.W. 16TH AVE. TO S.W. 18TH
O.S.H.D. PROJ. NO. U-318-(10).

JOB NO. 10272 SCALE 1" = 40'
CHARGE A-73 WORK ORDER 7962
DRAWN BY G.L.J. CHECKED BY V.S. & L.F.
1/4 SEC. 3128 & 3127 DATE 12-8-65

APPROVED-SEWER AND STREET OPENINGS
CITY ENGR. BY .....
APP'D. ..... PR. ENGR.
APP'D. ..... CH. ENGR.

RECEIVED
AUG 16 1968
FOR FILING

SP 23687.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
August 13, 1968

SUBJECT: Report of Trial For Blast Damage
Vista Ridge Eastbound Tunnel
Contract No. 6748

To: Mr. Ivan D. Merchant
Bridge Engineer
State Highway Building
Salem

Per Mr. Rohde's request which was transmitted through your office, a representative of the Highway Department was present during the trial between Oppenheimer and Drake-Winston, Contractor on the subject project. This trial concerned alleged blast damage sustained by the Plaintiff due to the construction of the Eastbound Vista Ridge Tunnel. Harry Oswald, Assistant Resident Bridge Engineer on the project, was present on the first day of the trial and A. V. Benedict, Assistant Metropolitan Engineer, was present for the balance. The trial ended with a verdict in favor of the Defendant, Drake-Winston.

Attached you will find two copies of a report of the trial prepared by Mr. Oswald and Mr. Benedict. One copy should be transmitted to the Legal Division.

A. E. Johnson
Metropolitan Engineer

By:

ORIGINAL SIGNED BY EDWARD L. HARDT

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

Enclosures

cc: Tom Edward/attachments
F. B. Klaboe/attachments
F. D. Morgan/attachments
A. V. Benedict/attachments
William Ikola/attachments
Dan Gano/attachments
H. A. Schell/attachments

RECEIVED
AUG 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Report of Trial

Tuesday, June 25, 1968
First Day Only

Oppenheimer vs Drake-Winston
Room 340 Multnomah County Court House
Judge William M. Dale
Wes Franklin, Attorney for Plaintiff
Don Hershiser, Attorney for Defense

Attorney for defense was in process of making opening statement when observations were started. Mr. Hershiser was explaining to the jury the precautions taken by the contractor and telling about the witnesses the defense would call: pre-blast survey, seismographic tests, independent experts, Charlton Lab, check of powder quantity used. He also said that the defense representative was refused entry to the Oppenheimer residence for a pre-blast survey.

The jury left by bus at 11:15 A.M. to view premises. Judge Dale instructed the jury that the inspection was not evidence but only to help the jury understand the testimony.

Court reconvened at 2 P.M.

1st Witness (Adverse): Mr. R. E. "Smokey" Grant, Project Manager for Drake-Winston

Direct Examination—Franklin asked Grant if he got his nickname because of all the smoke caused by the blasting. Answer: No. Franklin introduced a map of the tunnel area that apparently showed streets, houses, and center line of freeway. Grant was asked to mark ends of tunnel. When work started? An: November, 1965. When Blasting started? An: March, 1966. Asked to describe material, An: Solid rock (misleading). Asked to describe construction procedure, An: Side drift blasting, pouring foundation sills, top heading blasting, pour concrete arch, rip bench with bulldozer. Asked to describe explosive used, An: Gelex 5. Asked as to relative strength of Gelex 5 and dynamite, An: (Impossible question,

not answered satisfactorily). Asked to describe tunneling method, An: drill 4-foot deep holes, load, shoot, muck out, set steel support, drill holes, etc. (Did not explain delays). Questioned as to quantity of powder used, An: ½lb. per cubic yard. Asked why a whistle was blown before each shot, An: as a warning. Plaintiff implied blasting severe enough to make warning mandatory. Asked as to blasting restrictions: An: State and City laws and fire martial inspection, Oregon State Highway Department, 3 lb. Explosive per cubic yard (incorrect). Asked why pre-blast property survey made, An: to determine condition of houses. Plaintiff implied contractor knew these would be damaged and survey was to be used in determining extent. Asked does blasting make complaint? An: Yes.

Cross Examination: None.

2nd Witness: Mr. Harry A. Herzog, Architect.

Direct Examination — Herzog testified he designed the house which was built in 1934. House was set on bench in the slope, constructed with concrete footings and struts to Vista Avenue. In 1966, he went to the house to see a plumber. The plumber requested if it was OK to cut floor joint to repair separation of lead joint in soil pipe under toilet. Herzog stated separation caused by horizontal movement.

Cross Examination — Herzog was asked to draw pipe and separation on board. Herzog stated this type of failure is not common.

3rd Witness: Mr. Walter J. Widmer, 1730 S.W. West Point Court

Direct Examination — Plumbing contractor for 45 years. Retired. Called to house because of water above ceiling in kitchen, under bathtub. Told owners to discontinue use of toilet and use bathtub. Then use lavatory. Leak was traced to toilet. Sent plumber to repair. Seal broken, not normal wear and tear. Bill for repair - $146.26.

Cross Examination — Widmer testified leak could not be caused by settlement. Caused by movement other than settlement. Parts broken or replaced were not retained.

Redirect Examination — Marked residence on exhibit map. Stated blasts were felt irregularly. Described as being like an earthquake.

6th Witness: Mr. Martin Howard, 1628 S. W. College

Direct Examination — Witness asked to mark location of residence on exhibit map. Location was off limits of map. Witness testified that he could hear whistle and feel blast in morning while shaving on second floor with electric razor. Franklin implied witness might have cut himself if he hadn't been using an electric razor.

Cross Examination — Hershiser brought out that witness didn't live over tunnel, but in front of or east of the tunnel.

7th Witness: Mr. Russell D. Lamb, 1597 Upper Hall

Direct Examination — Resides off map near Howard. In insurance business. Blasts rattled crystal chandelier and windows.

Cross Examination — Hershiser tried to trap Lamb into testifying the wrong year (1965 instead of 1966) for the start of the blasting. Witness kept insisting he wasn't sure. Finally allowed to check notes. Notes reveal 1966 as start of blasting (Contract No. 6748). Hershiser requested inspection of notes.

8th Witness: Mrs. Foreen Britt

Direct Examination — Housekeeper for Dr. Kaufman for seven years. Described blast as tremendous shake that jarred whole place. Felt like earthquake. Rattled dishes. One morning while frying eggs for Judge, water from toilet dripped through ceiling into skillet. Leak lasted several days. Could not cook for 2 or 3 weeks. Kitchen ceiling plaster was repaired and repapered.

Cross Examination — Stated some blasts heavier than others. Also testified that plaster fell off ceiling in housekeeper's room.

9th Witness: Plaintiff, Judge Eugene Oppenheimer, 1792 S. W. Montgomery

Direct Examination — Testified that he had hired Clarence Walls to make his own pre-blast survey and that cracks were fixed and painted before blasting. Described toilet and blast damage. Stated that because of decorating scheme, ceiling repair necessitated complete redecoration of kitchen and pantry. Described repair work.

Cross Examination — Stated request was made and denied for pre-blast survey. Plaintiff made no personal pre-blast survey, had lived there for 16 years and knew condition of house. Stated complaint filed November 20, 1967. Walls had inspected house January 1966 and later. Hershiser asked Oppenheimer if he knew law of preservation of evidence. Plaintiff stated law did not apply in this case.

Oppenhiemer's testimony was interrupted to allow next witness to testify.

10th Witness: Mrs. King, 1776 S. W. Montgomery Drive Franklin stated witness extremely hard of hearing.

Direct Examination —Acquainted with plaintiffs. Said vibrations wakened her from afternoon naps. Felt like first class earthquake.

No Cross Examination.

(This testimony was apparently an attempt by plaintiff to refute future defense testimony concerning noise in connection with sensing blasting vibrations).

Court adjourned till 9:30 A.M. Wednesday, June 26, 1968.

Harry W. Oswald

Harry W. Oswald
Assistant Resident Bridge Engineer

HWO:pb

REPORT ON TRIAL

Damage Claim - Tunnel Blasting

vs Eugene Oppenheimer, et al,
Drake-Winston Co., et al,

Room 340, Multnomah County Courthouse.

Judge William M. Dale
Plaintiff Attorney - Wes. Franklin
Defense Attorney - Don Hershiser

June 26, 1968

This was second day of the trial, the first day having been covered by others. Jury consisted of 11 women and 1 man. Court convened at 9:30 a.m.

Judge Oppenheimer:

Resuming testimony from previous day. Asked if he was at home during the day when blasting was under way, he said yes, that he was retired and home most of the time. He discussed leaky plumbing. Couldn't use toilet and couldn't use kitchen below. Time leak reported to time plumbing fixtures back in use stated as four or five days. He was questioned about redecorating while blasting still in progress. He talked at random to the jurors for quite some time with no objection by counsel. Asked if there was any actual leak into the pantry area. He gave evasive answers but explained that pantry had to be redone because of color harmony. Asked what woodwork in the kitchen was damaged, he was again evasive.

Clarence Walls: Resides - 864 S.W. Vista Avenue

Does your residence appear on the map? No, it is off the map. Business? Material damage adjuster, mostly fire damage. In January of 1966 he was called to the Oppenheimer home to make a pre blast survey. On January 11, went from room to room with Dr. Kauffman and made a memorandum. This he read to the jurors. It described existing cracks, etc., in each room. Confined entirely to the inside of the house. Second inspection made June 22, 1967. Again cracks were listed including a crack in each of two patios outdoors. On cross-examination said he had long acquaintance with both Judge Oppenheimer and Dr. Kauffman. Spent two or three hours on first inspection. Did not inspect either foundation or chimney. Said cracks in patios looked new to him on second inspection. Walls claimed experience in blasting damage. He is a graduate Civil Engineer and has had construction experience.

Dr. Russell H. Kaufman: Resides - 1792 S.W. Montgomery Drive

Has owned premises 17 years. Completely renovated house when he bought it and has since maintained it in good condition. House in excellent condition in early January, 1966. Asked to describe effects of blasting. He said the house vibrates and that it was particularly noticeable when in bed. It felt like an earthquake. They went around and straightened up pictures every few days. He stated that during blasting, many old cracks were re-opened. When informed of leak in the plumbing, he called Mr. Widener. Asked if he observed any cracks in the outside patios prier to blasting, he stated there were none. Asked if use and enjoyment of home were disrupted, he replied yes, that they were denied use of the kitchen until the water damage had been repaired, denied use of the affected bathroom and annoyed by redecorating in various rooms. He was questioned about the nature of the drip from the ceiling and the staining of the wall.

Morning Recess:

Hazel Shoor: Resident at 17__ S.W. Montgomery Drive

She was "living in", taking care of Mrs. _____. Thought first blasting was an earthquake. House rumbled and shook. She felt the vibration.

Mrs. Frances Kaufman: Wife of Dr. Kaufman.

House in good shape prior to blasting. Cracks appeared from time to time. (I couldn't hear her statement to jury.) Questioned as to annoyance features. She also stated that she was unable to find matching wall paper for the kitchen so had to redo all adjoining rooms as well.

Mr. Woodburn: (Apparently testified on Tuesday)

Asked why leak in ceiling would stain walls. Testified that water accumulated on and ran along lath. He had recommended selective use of the bathroom fixtures to isolate leak.

William H. Mayer: Secretary-Treasurer, Donald M. Drake Company

Why did you recommend pre-blast survey?

As a matter of public relations and because of claims on previous contract and history of similar projects elsewhere. Thought effect was largely psychological and the preblast survey would serve to make people concious of the actual condition of their homes. They retained Ureca, Inc. to conduct the survey.

Robert Maxwell Dickey: (Ureca Inc.)

Jury sent out and lawyers argued with the judge. Defense attempted to show what efforts they had made to complete a pre-blast survey and that Dr. Kaufman and only one other party had denied them entry. Also, that this other person was the plumber, called by Kaufman and that they were long time friends. Judge refused to allow questioning.

June 26, 1968

P.M. Session

"Smoky" Grant: Donald M. Drake Comapny

Why a joint venture, why did not Donald M. Drake Company handle the work themselves?
Tunnel work somewhat outside the ordinary line of work for Drake while Winston specialized in tunnels and had a vast experience in this work. They assigned Roy Gaines as tunnel superintendent. What conferences on tunnel blasting. He said several, both before and after award of contract and named the personnel involved. Asked the nature of the conferences. He made the statement that the state restricted him to three pounds of powder per cubic yard. They met this and other requirements of both state and City. Several questions as to the selection of Gelex 5 as an explosive.

John R. Gray:

Did the state assign an individual to supervise use of powder. He answered yes.
Questioned on use of siesmograph.
Cross examination attempted to show that a blast to remove a "50 foot by 20 foot high section" would be far more extensive than the small pilot tunnel. Over plaintiff's objections, Gray was permitted to explain the function of delays in blasting, comparing them to a string of Chinese fire crackers.

Roy Gaines: Tunnel Superintendent

Attempted to explain drilling and blasting pattern and quantities of explosive per hole. He brought out that the quantity of explosive per hole varied from a maximum of one pound in the sill drift to as little as ¼ pound in the crown heading and, also, that it was necessary to load a full pattern in the drift while only a fringe was ordinarily required to break the crown down.

John J. Hart: State Structural Inspector

His duties included keeping a record of the powder count. He brought in records, explained that another inspector had made some of them. Cross examination brought out Hart kept records but placed no limitation on the explosive used.

Dan Gano: Division Geologist, State

Geologist with the State since 1957. Graduate in Geology plus some graduate work.

Detailed siesmic record on Pilot tunnel and spot checks on East bound tunnel. Introduced Gano's box of records but was able to use only chart supporting his recommendation of amount of explosive per hole and siesmic records for Pilot tunnel and East bound tunnel.

Mr. _____ Oriard. Consulting Geophysicist.

Associate partner, Woodworth and Clyde. Several degrees, 17 years practical application of geophysics, mostly blasting. Checked vibration of buildings from blasting an airport in Alaska. Called by Drake while preparing bid on Vista tunnel. Advice at that time in general terms but he recommended four and five foot rounds. Showed siesmograph to jury, explained its use and showed a sample film. Questioned at length on his education, experience, examination of premises, etc. Very impressive qualifications. Explained cracks, showed pictures and declared that this damage could not have been caused by blast vibrations. His explanation was that the owner was not aware of the condition until after the plumbing trouble and that he, quite understandably, attributed the whole mess to blast damage. Short recess at 5p.m., then cross examined Mr. Oriard. He very ably defended his findings and parried attorneys attempts to brand him as a hireling whose findings would support the defendent regardless of facts.

Adjourned at 5:45.

June 27, 1968 9:00 A.M.

Dan Gano:

Questioned as to safe levels of vibration and asked to explain the term "Particle velocity" to jury. Explained nature of siesmic tests. Stated that he made many tests in response to complaints during driving of Pilot tunnel. Many objections to this testimony after a session in Chambers, Gano produced records comparing vibration due to blasting with vibrations caused by walking across floor, passing trucks, etc. Objections again overruled. Asked if he informed Drake-Winston when he was going to make spot checks on the East bound tunnel. Replied generally no, but on several occasions, asked to take readings of same time and place for correlation purposes. Questioned as to cumulative effect blast vibration on buildings, was disqualified.

B. Neeley Wood: Charleton Laboratories

Stated he had been director of physical laboratories for Charleton, was now retired. Had had 15 years experience in investigating blasting and structural damage claims. He was not a physicist. He made the actual field siesmic work for Mr. Loriard and also made sound recordings. Siesmic films were taken in the field, then taken to the laboratory where the film was removed and developed, then put in a black envelop and mailed to Mr. Loriard for interpretation.

Irving Cooper: Graduate OSC 1935 - Civil Engineer

Visited Oppenheimer residence on May 6, 1968, to examine and render an opinion on cause of damage. Conducted by Judge Oppenheimer who pointed out claimed damage. Read a room by room report on interior and also results of his examination of exterior of the building. Stated that the cracks in the patio were old and that he could find no new extensions. Explained that cracks in concrete slabs are caused by shrinkage of the concrete and by alternate swelling and shrinking of the ground through seasonal changes or by applied load.

12:00 to 1:15 p.m. - noon

P.M. Session 6-27-68 1:15

Judge Oppenheimer

Confirmed his presence when Cooper, Loriard, inspected premises. Not sure of date. Oppenheimer, Franklin Cooper and Loriard all present. Told Cooper damage had mostly been repaired. Did not accompany Cooper and Loriard thoughout tour but he and Franklin left after five or ten minutes. Did not point out blast damage except in superficial manner. Did not point out fireplace, hearth or foundation cracks, or claim they were blasting damage. Made no claims below main floor. Does not remember if he explained bathroom leak.

Rebuttal completed 1:30 p.m.

Judges instructions to attorneys in Chambers.

Summation to Jurrors:

Franklin:

Only real issue is whether blasting damaged premises. Not claiming negligence. Defendent conducting extra hazardous operation and is thereby liable for damages without negligence. Maligned defendent's "experts" and said they were bound to render opinions favering defendent. Brought up John Day, Tacoma Narrows and Astoria bridges as evidence so called "experts" didn't always know what they were doing.

Hershiser:

Much more moderate in his statements to jury. Confirmed that if there were actual damage, defendent was liable.

Hershiser: (cont.)

Pointed out that most of damage was caused by plumbing leak and that repairs had been made before defendent was permitted to inspect premises. Pointed out that leak damage had been confined to one room besides the bath but defendent was being asked to pay for refinishing several rooms.

Judge Wm. M. Dale - Instructions:

Judge Dale informed the jury that $1800 of the original claim, that for Inconvenience and Loss of use of the Premises had been striken by stipulation and that they were to consider only the remaining claim (approximately $1800). He confirmed that defendents operations was classed as extra hazardous and that it was not necessary to prove negligence.

Jury retired approximately 3:30 p.m.

In case this matter comes up again, I want to explain that as a result of siesmic work on the pilot tunnel, our Geologist made a recommendation that to be within safe limits, the amount of explosives per delay be limited to 10 lbs. This was not carried through to the specifications but was with the material furnished the contractor for his information. The pilot tunnel contractor actually used approximately three pounds of explosive per cubic yard. This latter figure (often expressed as 3 pounds per square yard) came up frequently.

The amount of explosive per cubic yard has no significance. A small drift requires much more explosive per unit to break rock out of a confined area. In larger areas a hole is broken out near the center after which adjoining areas are broken into this space by relatively light charges. Spacing of explosions is accomplished by "delays" which are, in effect, time fuses. The same rock which would require three pounds of explosive per cubic yard in the pilot tunnel (5' x 7') would require less than one pound per cubic yard average in a heading the size of our large tunnel.

A. V. Benedict

AVB:pb

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(L-318(10)
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July 26, 1968

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

The Aetna Casualty & Surety Company
Bond Department
1414 S. W. 12th Avenue
Portland, Oregon 97205

Gentlemen:

A post-final payment for $29,043.22 will be made to Donald M. Drake Company and Winston Bros. Company on Contract No. 6748 for tunnel, structure, grading, and paving on the Vista Ridge eastbound tunnel section of the Sunset Highway in Washington County, as soon as the warrant is prepared.

The total amount paid on this contract will be $4,186,388.30, including the post-final payment. Of the total, $22,666.04 is for force account work.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Donald M. Drake Company
& Winston Bros., Co.
1740 NW Flanders
Portland, Oregon 97209

Jewett, Burton, Leavy & Kern
Failing Building
Portland, Oregon 97204

C. H. Maison
Attn: John Herr

FORM S-128X 50 M 6-67

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Thaddeus Bruno, Member
Portland
U-318(10)
6748

GLENN L. JACKSON, CHAIRMAN

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
R. L. PORTER

May 8, 1968

Drake-Winston Joint Venturers
P. O. Box 491
Portland, Oregon 97207

RE: Vista Ridge Eastbound Tunnel
Contract No. 6748

Gentlemen:

The Claims Review Board has thoroughly considered the information made available to them concerning your request for additional compensation for tunnel excavation on the subject project. This was the subject of our April 16 meeting.

The Board has reached a decision to sanction an additional payment in the amount of $29,843.22 as a complete and final settlement of all claims on this project. Accordingly, a Price Agreement will be submitted to you by our regular project personnel.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

JAB:fw

bc: R. L. Porter
Tom Edwards
F. B. Klaboe
C. H. Maison
G. E. Rohde
Frank McKinney
Ivan Merchant - Please proceed with a Price Agreement. A majority of the Board instructed that an attempt be made to secure Federal participation in this adjustment, but the payment to the contractor is not contingent on it.

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MAY 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 SOM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 26, 1968

NOTED
R. L. PORTER

To:
Mr. R. L. Porter
Deputy State Highway Engineer
B u i l d i n g

SUBJECT: Vista Ridge Eastbound Tunnel
Contract No. 6748
Contractor's claim --
Drake-Winston

MEMO.

Mr. McKinney, who attended the Claims Review Board hearing on this matter on April 16, on behalf of the Chief Counsel, Mr. Rohde, has asked me to prepare this memorandum regarding legal implications of the claim as presented.

The problem arose from the pay quantity for a pay item designated as tunnel excavation at $22.66 per cubic yard. The contract plans (Drawing No. 20819) give precise dimensions for the tunnel to be constructed, and show the "pay limit for tunnel excavation." This drawing does not indicate that the pre-existing pilot tunnel would be excluded from the volume to be paid for as tunnel excavation. Indeed, the existence of the pilot tunnel is not even shown on this drawing.

There is no claim that the contractor was unaware of the existence of the pilot tunnel. It was visible on the ground, it is shown on the contract foundation data (See Drawing No. 20810), and in all likelihood the contractor walked through the pilot tunnel in the course of preparing his bid.

The question, however, is whether the contractor was justified in believing that the entire volume of the tunnel cross section, including the pilot tunnel, would be included within the pay quantity of tunnel excavation. A re-examination of the contract plans and specifications, including our estimated net quantity of tunnel excavation, indicates that he was justified in so believing. The statements made by the contractor's representatives before the Claims Review Board indicated that the contractor did, in fact, believe that the State intended to include the volume of the pilot tunnel within the volume to be paid for as tunnel excavation.

The contractor's attorney submitted us citations to certain legal authorities which he claims supported their position. Actually, it appears that the authorities cited are not directly in point; dealing instead with the question of the right of a contractor to extra compensation where conditions were not as represented by the plans and specifications. Annotated 76 ALR, page 268. It is not believed that

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this is exactly that kind of case, since the existence of the pilot tunnel was known to all parties, and was indeed specifically shown on some portions of the contract drawings.

However, it appears clear that the contractor was misled in preparing his bid, and suffered some financial loss as a result of what can be characterized as a mistake in our contract drawings. The mistake, of course, was in neglecting to exclude the pilot tunnel from the designated pay limits for tunnel excavation. We are confident that, although this particular fact situation may not have arisen before, the facts here are sufficient to bring the case within the general rule that where the contractor sustains loss as a result of an error in the State's plans and specifications, he is entitled to recover additional compensation.

According to the memo. to the files prepared by Mr. Bond, Secretary of the Claims Review Board, the amount of the contractor's claim is $29,843.22, which is the unit bid price of $22.66 per cubic yard for 1,317 cubic yards. The latter figure is the contractor's computation of the volume of material within the pilot tunnel, which was not included within our pay quantity up to the present time.

It appears that we are not in a position to quarrel with the amount of the claim. According to the computation sheets submitted by Mr. Hardt of the Metropolitan Office, there were 1,325 cubic yards involved in the tunnel which, multiplied by the unit price, comes to $30,024.50, which is slightly more than the amount claimed by the contractor.

It should also be pointed out that, in the event of litigation, we do not believe that the contractor would necessarily be limited to the amount presently claimed. As we understand the presentation at the Claims Review Board hearing, they could prove that had they known that the volume of the pre-existing pilot tunnel was not to be included within the pay limits of tunnel excavation, their unit price would have been $1.16 higher than it actually was. The final pay quantity, excluding the volume of the pilot tunnel, was, according to Mr. Hardt's submission, 54,136 cubic yards. This quantity, at an additional $1.16, would amount, according to my calculations, to $62,797.76. In the event of litigation we deem it

probable that the contractor could prove and recover damages in an amount approximating that figure.

This matter was thoroughly discussed by the undersigned with Mr. McKinney and Mr. Rohde, and we are all in agreement that it appears the contractor's claim is proper and reasonable in amount.

Alan H. Johansen

ALAN H. JOHANSEN
Staff Attorney

AHJ:rh

cc: Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. C. H. Maison
Mr. G. E. Rohde
Mr. I. D. Merchant, Attn. Al Rear

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 18, 1968

SUBJECT: Vista Ridge Eastbound Tunnel
Contract No. 6748

To:
MEMO TO THE FILES

THIS REPORT IS PREPARED IN CONTEMPLATION OF POSSIBLE LITIGATION AND IS REGARDED AS A PRIVILEGED COMMUNICATION

The Claims Review Board convened the afternoon of April 16 with the following present:

R. L. Porter
Tom Edwards
F. B. Klaboe
C. H. Maison
Frank McKinney (substituting for G. E. Rohde)

Appearing on behalf of the contractor, Drake-Winston, were John L. Hardy, Chief Estimator for the Donald M. Drake Company, and Preston C. Hiefield, Jr., Attorney.

Appearing on behalf of OSHD were A. E. Johnson, Metropolitan Engineer, E. L. Hardt, Assistant Metropolitan Engineer, Al Rear, Assistant Bridge Engineer and Wm. Ikola, Resident Bridge Engineer.

Mr. Hiefield summarized the claim which is for the volume of the pre-existing pilot tunnel amounting to 1,317 cubic yards at $22.66 per cubic yard (contract unit price) equals $29,843.22. Mr. Hardy described, partly by some sketches, how their bid for the tunnel excavation was derived. This was basically on an assumed rate of progress through the various stages by lineal footage using a certain size crew and the related equipment and materials whereby a total tunnel cost of $1,289,000 was estimated. He claimed they made their own computation of the yardage and concluded that the volume of the existing pilot tunnel was apparently included in the net quantity shown on Sheet 2j of the contract plans.

They further noted that two other sheets of the plans, Drawings No. 20819 and 20820, on which pay limits for tunnel excavation are noted, do not depict in any way the presence of the pilot tunnel. They stated that they actually excavated 2,318 cubic yards more than the net quantity derived by measuring to the pay limit line.

The contractor did not feel that the total cost of the tunnel excavation depended only on the cubic yards removed but that cubic yards was merely the unit of pay.

Mr. Hiefield then cited some allegedly related court cases. He admitted these cases all involved extra work done which was not the case here.

Mr. Hardt stated the State's position referring to Page 24 of the Special Provisions wherein tunnel pay excavation is limited to an includes "only that excavation required to construct the eastbound tunnel." He also cited Page 25 where a similar wording concerning payment for tunnel excavation is found. The State agreed that the contract net quantity shown in the plans included the volume of the pilot tunnel. Mr. Hardt also left with the Board copies of a sheet summarizing the plan and actual tunnel excavation quantities. This sheet shows the volume of the pilot tunnel to be 1,325 cubic yards.

Mr. Hiefield pointed out that the State does not deduct the volume of pile heads and reinforcing steel in computing concrete pay volumes. Mr. Hardy stated that the claim under consideration here is the only problem on the job.

In the subsequent closed discussion, the Review Board deferred voting on the claim pending a report from Mr. McKinney on the court cases cited by Mr. Hiefield.

John A. Bond, Secretary
Claims Review Board

JAB:fw
cc: R. L. Porter
Tom Edwards
F. B. Klaboe
C. H. Maison
G. E. Rohde
Frank McKinney

PS: I have reviewed the Garibaldi-Bay City grading project records and confirmed that excavation was not paid for the railroad tunnel volume which was daylighted at Hobson Point. The plans on that project showed the tunnel, and special provisions described stage excavation of material "in the vicinity of the railroad tunnel." There was no specific reference to the tunnel volume however.

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OFFICE OF
STATE HIGHWAY ENGINEER

In using disposal area "B" the contractor will clear and grub only that portion of the area on which he actually constructs embankment.

Due to the fact that the use of the disposal areas is optional with the contractor, the State reserves the right to increase or decrease certain items of construction work within the limits of area "B". The items of work and the approximate quantities are as indicated on the plan of disposal area "B" on Sheet No. 5 of the plans. The provisions of Article 9-5 concerning adjustments will not apply, and no adjustment in contract unit price will be allowed due to the increase or decrease in quantity of work to be done in disposal area "B".

Article 102-3.15 Avoidance of Detrimental Operations

If the contractor constructs a temporary surface on the floor of the tunnel as a haul road or working platform, it shall be composed of material having a plasticity index of zero (AASHO T 91). Upon completion of the project all such temporary surfacing shall be removed to subgrade.

Article 102-4.1 and 102-5.1

Payment for the item "Tunnel Excavation, Unclassified" will be made at the contract price bid per cubic yard and shall include the excavation, hauling and embankment construction necessary to complete the tunnel. The excavation pay limits will be as indicated on drawing Nos. 20819 and 20820.

#4 bars top & bottom

#4 bars at 16" ctrs

#4 x 36'-0" bars at 16" ctrs.

#4 x 36'-0" bars at 12" ctrs

See Detail "A"

4'-0"

7'-6"

℄ Ventilation port

2" Drain Opn'g obt. 20" ctrs.

17'-0"

11'-6"

4" Drain obt. 40'-0" ctrs.

HALF SECTION OF CEILING SLAB

SCALE 3/4" = 1'-0"

3/4" dia. threaded A36 at 24" ctrs.

3/4 Chamfer

#4 bar (Cont.)

#4 bars at 18" ctrs.

DETAIL "A"

1" Dia. Galv. hangers See "PLAN"

#4 x 8'-0" bars at 24" ctrs.

#4 x 36'-0" bars at 12" ctrs.

Slope 0.02'/'

7'-6"

℄ Ventilation port

11'-6"

17'-0"

#4 x 36'-0" bars at 16" ctrs.

4" Dia. std steel drain pipe at obt. 40" ctrs.

3/4" Chamfer

41'-0" Roadway

20'-6"

Type "G" Inlets at obt. 40' ctrs. and 12" pipe } Future

Pay limit for tunnel excavation.

Symm. about ℄ Roadway except super and drainage details.

1" Dimension Douglas Fir.

10" Perf. Drain Pipe. (Future)

HALF TUNNEL SECTION IN ROCK
DRAINAGE DETAILS

SCALE 3/8" = 1'-0"

1" Dia. Galv. Hangers

#4 x 8'-0" bars at 24" ctrs.

Symm. abt. ℄

Wedged blocking at max. 4'3" ctrs.

#5 bars abt. 18" ctrs each way.

2 Z-16-16 Welded wire fabric placed between blocking and rock.

#4 at 16" ctrs.

Cold Worked Ribs - 14" WF variable spacing. See Dwg No 20804 for WF section and spacing. Dimension of rib are for final loaded position.

Timber Collar Brace

¾" Dia tie rods spaced as shown. See Dwg No. 20821 for details.

Min. Concrete Line.

Pay limit for tunnel excavation & concrete.

#4 bars at 18" ctrs

8-#11 Longit. bars lap 35 dia at splice

12'-6" Rad.

Spring Line

#5 Bars at 18" Ctrs

#5 bars at 18" ctrs

#5 bars at 18" ctrs St'd 90° hook

#5 Bars at 18" ctrs St'd 90° Hook 2 Ends.

Note: These surfaces shall be poured against sound rock after loose material has been removed.

6" Perf. Pipe.

8-#11 longit. bars lap 35 dia. at splices.

Profile Grade

21' Rt.

Note: Invert section to be poured after Tunnel lining has been completed.

TEL SECTION IN ROCK
FORCING DETAILS

Note: For details of inlet & telephone receptacle see dwg 20842. For locations see dwg 20841

Air Sampling Intake

¾" pipe longit in wall - extend to control room

4'-6"

AIR SAMPLING POINT
Scale: ½"=1'-0"

¾" conduit - extend into air chamber above Tunnel ceiling

Telephone Box

Niche for fire extinguisher 27"H x 12"W x 10"D

3'-0"

TELEPHONE BOX AND F.E. NICHE
Scale: ½"=1'-0"

Varies ½" min

6" flat rubber waterstop as manf by "Servicised Products Corp" or approved equal. Continuous as shown.

Tie Rod

14 WF Rib

Continuous Key

2⅝

V-groove

SECTION A-A CONSTRUCTION JOINT
Scale: ¾"=1'-0"

Note: Timber Collar Brace shall be removed before concrete is placed.

At transverse joint bend transverse waterstop as shown

6" flat rubber waterstop as manufactured by "Servicised Products Corp" or approved equal. Continuous as shown.

WATERSTOP DETAIL AT SPRINGLINE
Scale ⅜"=1'-0"

Base Pl's A36

14WF48 - 10"x1"x15"
14WF78 - 15"x1¼"x15"
14WF103 - 15"x1¾"x15"

RIB BASE PLATE
Scale: ½"=1'-0"

NOTE
THE SCALE OF THIS PRINT IS ½ THAT OF THE ORIGINAL DRWG. FOR EXAMPLE:
INDICATED SCALE ½"=1'-0" SHOULD BE READ ¼"=1'-0".
INDICATED SCALE 1'-0" SHOULD BE READ ½"=1'-0"

DATE	REVISION

APPROVED:
BRIDGE ENGINEER

DESIGNED LFP | CHECKED LH
DRAWN F.G. | CALC. BOOK 924

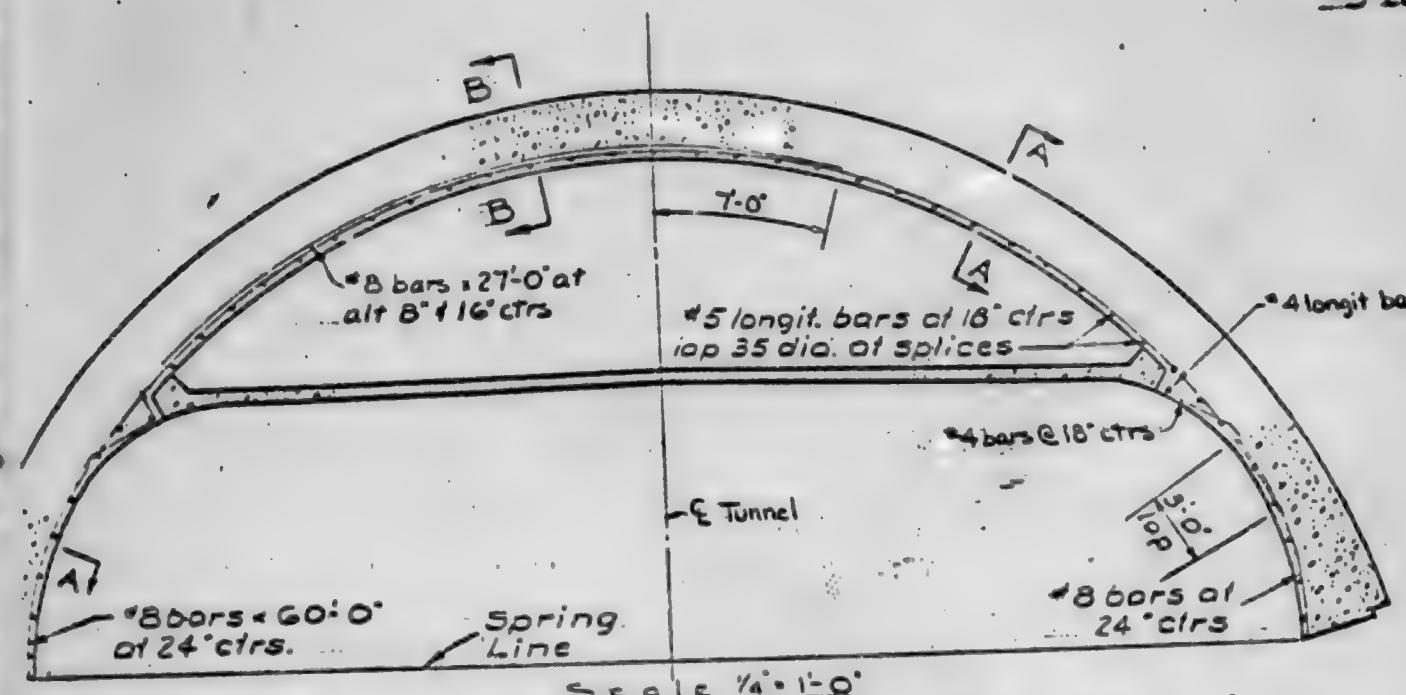
OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

VISTA RIDGE TUNNEL

TEB TUNNEL SECTION IN ROCK

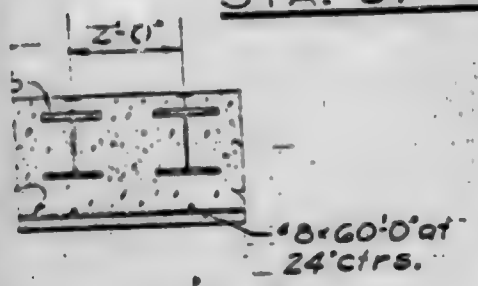
DATE APRIL 20, 1965 SHEET 19 OF 43

BRIDGE NO. 9103 DRAWING NO. 20819

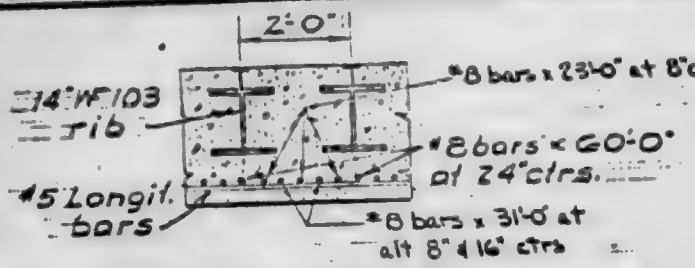


Scale 1/4" = 1'-0"

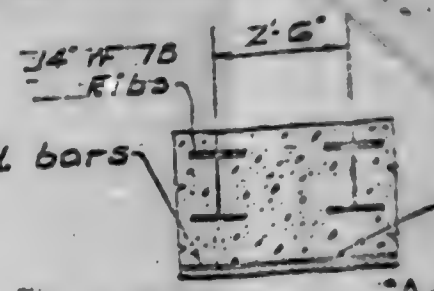
REINFORCING DETAILS
STA. 31+68 TO 32+16± & STA. 41+00 TO 41+40



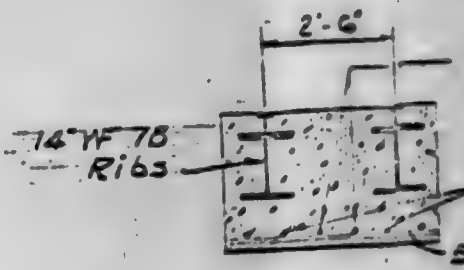
SECTION "E-E"



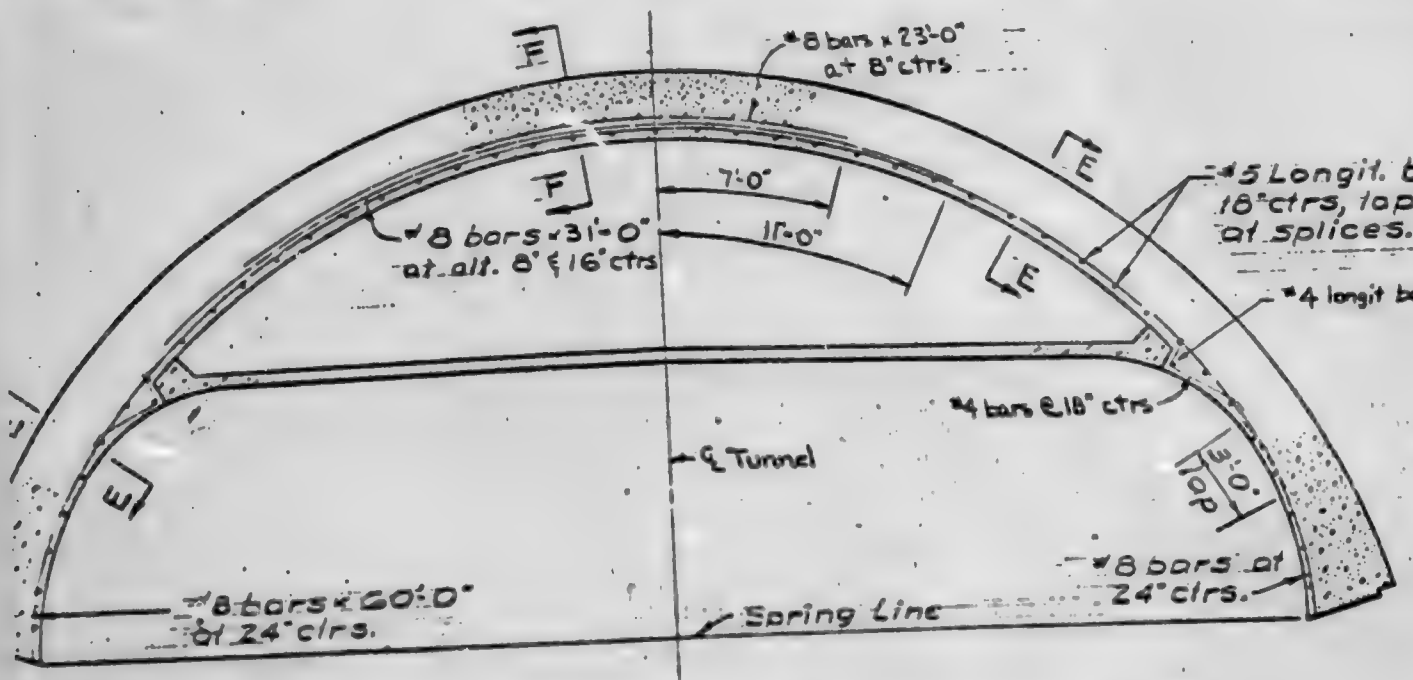
SECTION "F-F"



SECTION "A-A



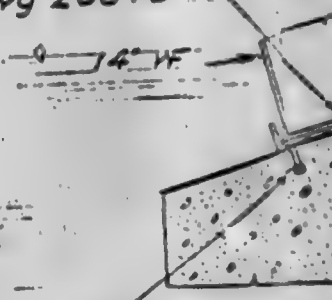
SECTION "B-B



REINFORCING DETAILS
STA. 40+40± TO 41+00

Scale 1/4" = 1'-0"

For rib base plate detail see Dwg 20819



RIB S

LAGGING

2'-6"

#8 x 60'-0" bars at 24" ctrs.

ION "A-A"

2'-6"

#8 bars x 27'-0" at alt 8" & 16" ctrs

#8 x 60'-0" bars at 24" ctrs.

5 Longit. bars

ION "B-B"

Note:
Provide 18" ℄ 42.7# (A36) seat for ribs where rock support for blocking is not available at spring line.

Dia x 4" welded shear connectors 2' ctrs.

RIB SEAT

1'-6" Timber Collar Braces about 4'-0" ctrs.

3'-5" 2'-5" 12"

Serrated 5" I 10# welded to outside flange of rib to support lagging. See detail on this dwg.

1" Dia. tie rods space as shown. See Dwg No. 20821 for details.

Pay limit for tunnel excavation.

Pay limit for concrete.

Min. Concrete Line

Cold Worked Ribs 14" WF variable spacing. See Dwg No 20804 for WF section and spacing. Dimensions of rib are for final loaded position.

4" Treated timber laggings as req'd. Back forms may be used in open cut areas.

Wedge lagging as req'd.

Continuous water-stop. See detail on Dwg No. 20819.

Height of rock varies.

Min. Conc. Line

#5 bars at 18" ctrs.

Note: These surfaces shall be poured against sound rock after loose mat'l has been removed.

Pay Limit for tunnel excav. & concrete.

6" Perf. Pipe.

#5 Bars at 18" ctrs. Std 90° Hk. 2 ends

Note:
See DWG 20821 For Hanger Details

Slope 0.02'/ft.

Note:
See "CEILING SLAB" detailed on DWG. 20819

3'-4"

11'-6"

6'-7" Rad.

27'-1 1/2" Rad.

25'-8" Rad.

Note:
Drainage details are similar to those shown on Dwg 20819

8-#11 Longit. bars Lap 35 dia. of splices

16'-0"

25'-0"

12'-6" Rad.

3'-10"

#5 bars at 18" ctrs

3/4" Chamfer

20'-6" Half Roadway

2'-6"

#5 Longit. bars at 18" ctrs. Lap 35 dia. of splices.

#5 Bars at 18" ctrs with std 90° hook. 10"

3'-6"

1'-6"

9'-2 5/8"

1'-0"

2'-5 1/4"

Profile Grade 21'-0" Right

℄ Pay limit for tunnel excav.

Symm. about ℄ Roadway except super.

Note:
Curb section to be poured after tunnel lining has been completed.

3'-6"

8-#11 Longit. bars. Lap 35 dia. of splices.

6'-0"

5" I 10" (A36) Serrated as shown

14 WF Rib

LAGGING SUPPORT

Scale 1" = 1'-0"

TYPICAL HALF TUNNEL SECTION IN EARTH

STA. 31+68 TO STA 32+16 & STA. 40+40 TO 41+40

Scale 3/8" = 1'-0"

NOTE
THE SCALE OF THIS PRINT IS 1/2 THAT OF THE ORIGINAL DRWG. FOR EXAMPLE
INDICATED SCALE 3/4"=1'-0" SHOULD BE READ 3/8"=1'-0"
INDICATED SCALE 1 1/2"=1'-0" SHOULD BE READ 3/4"=1'-0"

DATE	REVISION

APPROVED
Samuel Hirschmann
BRIDGE ENGINEER

DESIGNED L.F.P. CHECKED L.H.
DRAWN F.G. CALC. BOOK 924

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

VISTA RIDGE TUNNEL

TEB TUNNEL SECTION IN EARTH

DATE APRIL 26, 1965 SHEET 20 OF 43

BRIDGE NO. 9105 DRAWING NO. 20820

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MAY 1 - 1968
PORT FILM

U-378(10)

6748

May 1, 1968

Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

The Aetna Casualty & Surety Co.
Bond Department
1201 S. W. 12th Avenue
Portland, Oregon 97205

Gentlemen:

A post-final payment for $17,400 will be made to Donald M. Drake Co. & Winston Bros. Co. on Contract No. 6748 for tunnel, structure, grading and paving on the Vista Ridge Eastbound Tunnel Section of the Sunset Highway in Multnomah County, as soon as the warrant is prepared.

The total amount paid on this contract will be $4,156,245.08, including the post-final payment. Of the total, $22,666.04 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

w:n

cc Donald M. Drake Co. &
Winston Bros. Co.
1740 N. W. Flanders
Portland, Oregon 97209

Jewett, Barton, Leavy & Kern
Failing Building
Portland, Oregon 97204

bc C. H. Maison
Attn: John Herr

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MAY 15 1968
FOR FILING

11-318(10)
6748

April 24, 1968

#4

Donald M. Drake Company
and Winston Bros. Company
1740 N. W. Flanders
Portland, Oregon 97209

Gentlemen:

The State Highway Commission at its meeting on April 23 considered your request for an extension of time on Contract No. 6748 for construction of the Vista Ridge Eastbound Tunnel on the Sunset Highway in Multnomah County.

After careful consideration, the Commission advanced the completion date to November 27, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc A. E. Johnson
William Irela
L. H. Young
Ivan Merchant
C. H. Maison
Bureau of Public Roads

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: April 3, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-318(10)
Vista Ridge Eastbound Tunnel Section
Sunset Highway
Time Extension

Your letter of April 1 signed by Mr. Tom Edwards requested a 58-day extension of time for the subject project.

We were aware that the County and City ownership below Jefferson Road was not clear and a delay of some 18 days was experienced by the contractor prior to its resolution. Also, we have extensive information of the changed foundation condition in the west portal area. Inspection reports dated from April 13, 1966 onward coincide with the delaying conditions described in your letter.

We feel that you are entirely justified to extend the contractor's time 58 days as you recommend without the assessment of liquidated damages.

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OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 5 - 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

Copy received 4-5

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STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

DRAKE-WINSTON JOINT VENTURERS
P. O. BOX 791 • 503-227-7884
PORTLAND, OREGON 97207

August 15, 1967

Oregon State Highway Commission
Salem,
Oregon

Reference: Vista Ridge Tunnel - TEB
O.S.H.D. Contract No. 6748

Gentlemen:

We respectfully request an extension of time for 78 calendar days from September 30, 1967 through December 16, 1967 on the subject project for the following reasons:

1) Failure of the OSHD to award contract within 20 calendar days by submittal of contract and bond for signature as required by specifications, resulted in a delay of 18 calendar days.
   a. Bids were received on October 12, 1965.
   b. Phoned notification to proceed was not received until November 19, 1965.

2) Redesign of major portions of the West Portal area resulted in delays totaling at least 60 calendar days.

   a. TEB N. side drift excavation was stopped by verbal order on April 11, 1966, followed by letter of April 15, 1966.
   b. TEB S. side drift excavation was stopped by verbal order on April 13, 1966, followed by letter of April 15, 1966.
   c. OSHD letter of May 6, 1966 was issued as a "hold" order necessitated by the redesign of the stress rod section of Ret. Wall No. 3.
   d. Tentative design drawings of Ret. Walls No. 3 and 4 on June 8, 1966 and June 17, 1966, and of the TEB Rigid Frame on July 12, 1966 were presented to the contractor for preliminary negotiation purposes.
   e. Following several periods of negotiations, "final" plans of the TEB R. Frame were received on July 12, 1966, as were "final" plans for Ret. Wall No. 3 on July 6, 1966.
   f. Subsequent excavation at the proposed TEB R. Frame required additional redesign at the TEB Right sill footing. These plans were presented to the contractor on August 3, 1966, and required additional steel H-piling. The OSHD had presented a steel H-piling order list to the contractor on July 28, 1966 (letter of July 27, 1966) for this additional piling. As the additional piling was not immediately available, delivery time became a factor at this point. Allowing a minimum of 2 weeks delivery time for the piling would permit contractor to proceed at full force on August 10, 1966.

From the initial stop order on April 11, 1966, through August 10, 1966, the elapsed time was 121 calendar days.

Obviously, there were certain areas on the project where work operations could (and did) proceed, but a reasonable estimate of delayed time would be 50% of the total elapsed time, or 60 days.

Because of the time of year when the work stoppage occurred, the heaviest portion of work on the entire project was forced into the rainy winter season resulting in decreased efficiency to the contractor's forces.

Based on the facts related above, Drake-Winston earnestly feels that the request for an extension of contract time of 78 calendar days is fully justified and will be sufficient to complete contract.

Should you require any additional information concerning this request, we will be pleased to comply.

Very truly yours,

DRAKE-WINSTON, JOINT VENTURERS

Jack Gray, Project Manager

JG:br

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APR 16
FOR FILES
6.1.17

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 12, 1968

SUBJECT: Vista Ridge Tunnels
Sunset Highway
Contracts: 6748 & 7122

To: Memo to the Files

At a meeting with Commissioner Bowes and City Engineer N. R. Drulard and their staffs on April 11, at which time the subject of the Highlands Interchange-Vista Tunnel project was discussed, the question of blasting in the westbound tunnel with traffic in the eastbound tunnel was brought up. It was indicated to Mr. Drulard that a visit had been made to the tunnel during a recent shot with representatives of the City Engineer's Office and the Fire Marshall's Office in attendance. We have been advised verbally that the Fire Marshall believes that no traffic should be in the eastbound tunnel while powder is being handled for work in the westbound tunnel. He indicated that he is in the process of asking the Fire Marshall for a letter and will then advise us in writing.

NOTED
F. B. KLABOE

Mr. Bergstrom asked for a review of this situation and pointed out that the present date for opening the eastbound tunnel to traffic is November 30, 1968, and a delay to complete all blasting would possibly delay opening to traffic for at least two months, or until the latter part of January 1969. He indicated this would cover the period during the Christmas rush and felt that if it was possible at all to open the eastbound tunnel by November 30, all consideration should be given. It was agreed that Mr. Bergstrom would accompany Highway personnel to the tunnel to observe the effects of a blast in the westbound tunnel, and Mr. Drulard agreed to meet with the Fire Marshall and Mr. Bergstrom regarding considerations to permit blasting with traffic in the westbound tunnel and upon completion of such a meeting, would advise us in writing.

A. E. Johnson
Metropolitan Engineer

AEJ:sh
cc Tom Edwards
F. B. Klaboe
F. D. Morgan
Ivan Merchant
Comm. Wm. A. Bowes

RECEIVED
APR 12 1968
FOR SE...
11-3-1(16)
6748

April 11, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 4
April 23, 1968 meeting

Gentlemen:

Donald M. Drake Company and Winston Brothers Company, contractors for the construction of the Vista Ridge Eastbound Tunnel on the Sunset Highway in Multnomah County, Contract No. 6748, has requested that the completion date be advanced from the specified date of September 30, 1967, to December 16, 1967, without assessment of liquidated damages. The contractor cites delay in award of the contract and extra work involved in plan changes at the west portal of the tunnel as his reasons for failure to complete the work on time.

The work was bid October 12, 1965, and the contract was awarded November 19, 1965, or 38 days elapsed time. Considering the 20 days allowable by the specifications for award of this contract, the contractor was delayed 18 days.

When the excavation for the retaining walls and a part of the tunnel at the west portal were opened up, the rock strata encountered at original plan elevation proved to be open and porous and not of sufficient quality to sustain design loads. This required plan changes and extra work. The contractor worked on the plan changes and extra work during the period April 11, 1966, to August 10, 1966, (121 days) in conjunction with other work on the contract. The extra work and changes delayed the contractor's overall progress on the work 50 percent of the time involved during the period, or 60 days.

The above reasons justify an increase of 78 days. The work was completed November 27, 1967, with an overrun of 58 days. I recommend that the completion date be advanced to November 27, 1967, which will eliminate all liquidated damages.

This is a federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the April 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

cc: Floyd Quary
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
A. E. Johnson

CAG:jf jes

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

BRIDGE DIVISION
NOV 27 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6748 Contractor Donald M. Drake and Winston Bros. Co.

Highway Sunset

Section Vista Ridge Eastbound Tunnel

Kind of Work Tunnel, Structures, Grading and Paving

It is recommended that such extension be granted as requested under the following terms and conditions:

Because of delays in award of contract and delays due to changes and redesign occasioned by unexpected foundation conditions, contractor is fully entitled to the extension requested. We do not believe he will need the full extension requested and recommend that the extension be adjusted to the actual completion date. ✓

Recommended for Approval:

A. V. Benedict Assistant Division Engineer

Construction Engineer or Bridge Engineer

Test State Highway Engineer

Contract No. 6748

Project designation F.A.P. U-318(10)
State—Federal

Date awarded November 19, 1965

Work started November 22, 1965

Per cent completed 100% Nov. 27, 1967
Date

Specified completion date September 30, 1967

Previously extended to -

Extension requested to November 27, 1967

Form E-320—3M—9-51

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date August 11, 19 67

Gentlemen:

We, the undersigned, respectfully request an extension of 78 Calendar days time, from Sept. 30, 19 67, to December 16, 19 67 INCL., within which to complete our Contract No. 6748, described as follows:

Vista Ridge E. Bo. Tunnel Section

Sunset Highway

Multnomah County

The above request is based upon the following reasons:

See Attached letter

Respectfully submitted,

DONALD M. DRAKE CO. & WINSTON BROS. CO.
JOINT VENTURERS Contractor

By D. Webster E. Smith
Webster Smith- Attorney in Fact

CONSENT OF SURETY

Date August 16, 19 67

We, THE TRAVELERS INDEMNITY COMPANY AND THE AETNA CASUALTY AND SURETY COMPANY sureties, as ~~surety~~

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

S. H. Melrose Jr.
S. H. Melrose, Jr. Attorney-in-fact

(SEAL)

COUNTERSIGNED by:
S. H. Melrose Jr.
J. B. L. & K. CORPORATION as Resident Agent
Agents for The Travelers Indemnity Company and The Aetna Casualty and Surety Company.
Failing Building, Portland, Oregon 97204

State Printing 78755

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APR 9 - 1968

LL-318(10)
1-08

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
April 4, 1968

SUBJECT: Vista Ridge Eastbound
Tunnel Section
Sunset Highway
Contract: 6748

To: Mr. J. J. Smith
District Right of Way Supervisor
B U I L D I N G

During the course of the subject project, certain pipe and fittings were purchased to reconnect the West Slope Water District's 12-inch pump line in Old Jefferson Road. Before the connection was made, the Water District decided to abandon the line and the material was not used.

By letter dated December 22, 1966, Mr. Klaboe directed Mr. Haskin to dispose of certain of this material for the best price he could get. Mr. Haskin's men were unable to handle the material and it was picked up by maintenance forces instead. In assembling final records, it was found no credit had ever been given for this material.

I called Mr. Frank McKinney, our attorney, and he instructs that I turn the material over to you for sale, as originally directed.

Following is a list of the material to be sold:

1 pc 12" I.D. pipe, 18" long, 3/16" wall;
2 pcs 12 3/8" O.D. - 45° Ells, ¼" wall;
1 pc 12 3/8" O.D. - 15° Ell, ¼" wall

All pipe and fittings are welded steel, asphalt lined, coated and wrapped to AWWA specifications. Mr. Huntley should be contacted as to the location of the pipe, availability for inspection, et cetera.

A. E. Johnson
Metropolitan Engineer

By
ORIGINAL SIGNED BY A. V. BENEDICT
A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh
cc F. B. Klaboe
W. H. Haskin
B. P. Huntley
Ivan D. Merchant
F. D. Morgan
William Ikola

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U-318(10)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: April 3, 1968

In reply refer to: 08-35-DA

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-318(10)
Vista Ridge Eastbound Tunnel Section
Sunset Highway
Time Extension

Your letter of April 1 signed by Mr. Tom Edwards requested a 58-day extension of time for the subject project.

We were aware that the County and City ownership below Jefferson Road was not clear and a delay of some 18 days was experienced by the contractor prior to its resolution. Also, we have extensive information of the changed foundation condition in the west portal area. Inspection reports dated from April 13, 1966 onward coincide with the delaying conditions described in your letter.

We feel that you are entirely justified to extend the contractor's time 58 days as you recommend without the assessment of liquidated damages.

NOTED
TOM EDWARDS

Copy received 4-9-68
young 4-9-68

RECEIVED
APR - 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 1 - 1968

CL-318(10)
6148

April 1, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Dear Sir:

Re: Vista Ridge Eastbound Tunnel
Contract No. 6748
FAP No. S-318(10)

The specified completion date for this contract was September 30, 1967. The work was actually completed November 27, 1967, with an overrun in time of 58 calendar days.

Delays to the contractor's construction operations caused by State are as follows:

1. The work was bid October 12, 1965, and the contract was awarded November 19, 1965, or 38 days elapsed time. Considering the 20 days allowable by the specifications for award of contract, the contractor was delayed 18 days.

2. Extensive plan changes for the West Portal delayed the contractor's overall completion of the work an estimated 50% of the time during the period April 11, 1966, to August 10, 1966, a total of 121 days. This amounts to a 60 day delay to the project.

The above conditions warrant an extension of 78 days; however, the work was completed in its entirety with only a 58 day overrun. With your concurrence I propose to recommend to the Highway Commission that the completion date be advanced to November 27, 1967, without assessment of liquidated damages.

Very truly yours,
Forrest Cooper
State Highway Engineer
By:

Tom Edwards
Assistant State Highway Engineer

cc: C. H. Maison
L. H. Young

CAG:jf

RECEIVED
MAR 29 1968
FOR FILE

11-318(10)

6748

March 29, 1968

Travelers Indemnity Co.
Fidelity & Surety Department
700 Main Street
Hartford 15, Connecticut

The Aetna Casualty & Surety Co.
Bond Department
400 Century Tower
Portland, Oregon 97205

Gentlemen:

Contract No. 6748 awarded to Donald M. Drake Co. and Winston Brothers Company for structure, grading, and paving on the Vista Ridge Eastbound Tunnel Section of the Sunset Highway in Multnomah County was completed on November 27, 1967, and accepted by the Highway Commission on March 28, 1968.

Final payment in the amount of $106,400.01 will be released to the contractor after April 5, 1968. The total contract amount is $4,138,845.08 including $22,666.04 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Donald M. Drake Co. and
Winston Brothers Company
1740 N. W. Flanders
Portland, Oregon 97209

Jewett, Barton, Leavy & Kern
Failing Building
Portland, Oregon 97204

bc L. H. Young

C. H. Maison
Attn: John Herr

RECEIVED
MAR 29 1968
FOR FILE
U-318(10)
6748

March 28, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed November 27, 1967, on Contract No. 6748. The contract was with Donald M. Drake Company and Winston Brothers Company and was for the Vista Ridge Eastbound Tunnel on the Sunset Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 28, 1968, and that you concur in this procedure at the Commission meeting on April 16.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolis
C. H. Maison
Ivan Marchant
L. H. Young
L. W. Rulien

srb jes

RECEIVED
MAR 26 1968
FOR FILE
1-318(10)
6748

March 26, 1968

Mrs. Irma Rostad
Morris, Beggs & Simpson
711 S. W. Alder Street
Portland, Oregon 97205

Dear Mrs. Rostad:

In line with your March 22 request, enclosed are the two bills submitted by Judge Eugene K. Oppenheimer in connection with a claim for damages to the residence at 1792 S.W. Montgomery Drive in Portland. Also enclosed is Judge Oppenheimer's September 28 letter transmitting those bills to Mr. Simpson.

If there is anything further we can furnish, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
encs.
cc Forrest Cooper
Victor D. Wolfe

Contract # 6748 - Vista Ridge Tunnel

NORRIS, BEGGS & SIMPSON
Property Factors
711 S. W. ALDER STREET
PORTLAND, OREGON 97205

SAN FRANCISCO 8, CALIF.
243 KEARNY STREET

223-7181

March 22, 1968

NOTED
R. L. PORTER

Mr. R. L. Porter
Deputy State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Reference is made to correspondence Mr. Simpson had with you in September and October, 1967 relative to a claim made by Judge Eugene K. Oppenheimer for damages on the residence at 1792 S. W. Montgomery Drive in Portland.

Judge Oppenheimer visited our office this morning and asked for a copy of the bill or bills he submitted. Our files indicate that Mr. Simpson forwarded bills to you on October 5, 1967. At your convenience would you please determine if such bills are in your files and if so Mr. Simpson would appreciate your forwarding copies to us for transmittal to Judge Oppenheimer.

Thank you very much.

Very truly yours,
Irma Rostad
(Mrs.) Irma Rostad
Secretary to
Mr. David B. Simpson

RECEIVED
MAR 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

INVOICE

WESLEY A. SUNDELEAF PAINTING CO.

Phone 236-9797
1715 S. E. Spokane Street
PORTLAND, OREGON 97202

To

Dr. Russell Kaufman
1792 S. W. Montgomery Drive
Portland, Oregon 97201

DATE July 31, 1967

INVOICE

REQUISITION NO.

JOB NO.

Painting charges for

Repair of blasting damage to your home

Master Bedroom	Ceiling	40.00
Master Bathrm	"	24.00
Library	"	15.00
Judge's Bedrm	"	20.00
" Bathrm	"	35.00
Upstairs hall walls & ceiling		78.00
Round ceiling & wall off entrance		71.00
Upstairs rear hall		37.00
First floor entry ceiling		26.00
Living rm ceiling		42.00
Breakfast rm ceiling		15.00
Breakfast " " east wall		147.00
Pantry ceiling and woodwork		116.00
Kitchen ceiling and woodwork		371.00
~~Pantry ceiling & woodwork~~		
		$1,037.00

INVOICE

Established 1906

WIDMER PLUMBING & HEATING CO

900 S. E. SANDY BOULEVARD AT NINTH AND PINE STREET • PORTLAND 14, OREGON

BELMONT 4-4333

Dr. Russell Kaufman
1792 S. W. Montgomery Drive
Portland, Oregon.

December 30, 1966.

TERMS: NET CASH; FULL LEGAL INTEREST AFTER 30 DAYS

32923

ALL CLAIMS FOR ERROR MUST BE MADE WITHIN FIVE DAYS AFTER RECEIPT OF BILL

Check for leak. Remove floor tile to replace lead bend. Repair tile floor. 12/19/66

	Plumber Permit	
1	4x8x10 lead bend	
1	4" brass closet flange	
5#	caulk lead & oakum	
5#	closet setting compound	
1	set closet bolts, screws, nuts, & washers	
1	1/2" large slip joint washer	
	Roedel Tile Co.	
	Repair floor	47.26
	Labor	99.00
		$146.26

EUGENE K. OPPENHEIMER
ATTORNEY AT LAW
PUBLIC SERVICE BUILDING
PORTLAND, OREGON 97204
TELEPHONE 226 6641

September 28, 1967

Mr. David Simpson
Norris, Beggs & Simpson
Alderway Building
Broadway and Alder Streets
Portland, Oregon 97204

Dear Mr. Simpson:

In light of our telephone conversation of this day, I hand you herewith statement from Widmer Plumbing in the amount of $146.26 and statement from Sundeleaf in the sum of $1,037.00 which should have been enclosed in my letter to you of the 14th instant.

The item of damage to the concrete in the sum of $550.00 has not as yet been repaired but we have an estimate from a reliable contractor on this score, which can be furnished if you desire.

Accept my appreciation for your interest in this matter.

With personal kind regards, I am

Sincerely yours,

Eugene Oppenheimer

E. K. Oppenheimer

EKO:PS
Encs-

Fred W. Hill, Member
Helix

January 2, 1968

Drake-Winston Joint Venturers
P. O. Box 791
Federal Station
Portland, Oregon 97207

re: Vista Ridge Eastbound Tunnel
Contract: 6748

Gentlemen:

Your letter of November 28, 1967 to Mr. Ikola, claiming payment for the volume of tunnel excavation represented by the pilot tunnel, was referred to this office. We, in turn, referred it to Mr. Ivan Merchant, Bridge Engineer.

After careful consideration, it is the State's contention that the drawings you refer to and the Special Provisions set pay limits for tunnel excavation and do not imply payment for non-existant material within those limits. This is common to many other kinds of pay excavation where extreme limits are shown but only the actual excavation within these limits is included in the pay quantities.

It is the State's contention that tunnel excavation was bid on a unit basis and that payment can be made only for the number of units actually handled, within the prescribed limits.

It is unfortunate that the computer who figured the quantities for the plans did not make proper deduction for the pilot tunnel, but we cannot justify payment on this basis.

Very truly yours,

A. E. Johnson
Metropolitan Engineer

By

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh

bcc Ivan D. Merchant
F. D. Morgan
William Ikola

NOTED
D. L. PATTERSON

NOTED
TOM EDWARDS

NOTED
F. [illegible]

RECEIVED
FEB 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
JON ROSE

NOTED
J. H. VERSTEEG

U-318(10) Vista Ridge East Bound Tunnel 1965
Sec., Sunset Hwy. in Portland
#6748 Folder #1

CEA 2807

RECEIVED
JAN 9 - 1968
FOR FILING

FORM E-30X—50M —7-66

SP*23811-734

11-318(10)
6748

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 19, 1967

SUBJECT: Vista Ridge Eastbound Tunnel
Sunset Highway
Contract No. 6748

To: Mr. A. E. Johnson
Metropolitan Engineer
5821 N. E. Glisan Street
Portland, Oregon 97213

Attention: A. V. Benedict

Your letter of December 5, accompanied by letters of December 1 and November 28 from the Resident Engineer and contractor, respectively, regarding the pay volume of tunnel excavation, has been received and evaluated by this office.

It is our belief that the wording in the special provisions, Articles 102-4.1 and 102-5.1 are the payment requirements for "Tunnel Excavation, Unclassified". These special provision Articles refer in turn to the excavation pay limits as indicated on Drawings No. 20819 and 20820. In both instances, the pay limits on the above-mentioned drawings include the area of the pilot tunnel. Further, the net quantities, as listed in the summary for the project, of 56,897 cubic yards, includes the area occupied by the pilot tunnel.

For the above-mentioned reasons, it must be assumed that the excavation quantities are intended to include the area of the pilot tunnel and with the contractor's unit bid per cubic yard based accordingly.

For these reasons, please prepare the final estimate, including the approximately 1300 yards of material from the pilot tunnel.

Ivan D. Merchant
Bridge Engineer

IDM:jr

cc: Tom Edwards
Frank C. McKinney

NOTED
TOM EDWARDS

NOTED
TOM EDWARDS

I- 11-318(10)

FORM P... (REV. 3-68) ... DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

OSHD(Edwards) FINAL CONSTRUCTION INSPECTION REPORT

James, Wash DC — Region Wash DC — ~~INTERMEDIATE--CONSTRUCTION-INSPECTION-REPORT-~~ — Stephenson, Region — rc

(PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	STATE
6	---	Multnomah	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
11-30-67	R. A. Schell, Area Engineer	U-318(10)

IN COMPANY WITH 4948
Messrs. Loer, Benedict, Hart, Ikola, Oswald, OSHD

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	See below	108 %	100 %

REMARKS (1) COMPLETED WORK: (2) WORK IN PROGRESS: (3) COMMENTS AND RECOMMENDATIONS

VISTA RIDGE EASTBOUND TUNNEL
SUNSET HIGHWAY
Structures and Grading

All work under this contract has been completed in substantial conformance with approved plans and specifications and authorized changes. Approval of the project is recommended.

Changes

Extra Work Order No. 15 for lowering 80' of perforated pipe on the TWB line in the east portal area has been initiated by the State for $420. The State has not requested participation for this work.

CONTROVERSIAL ITEMS

Drill Jumbos

The contractor has requested and been given permission to leave his drill jumbos on the edge of the project until bids on the future tunnel are opened. This will be within the next 2 months.

Sealing Joints

There are several construction joints on the OJ line rigid frame that are leaking runoff water. This is apparently due to the movement of the vertical wall which was incorporated into the top deck slab. These joints should be sealed in a future contract. Also noted in the main tunnel section were several construction joints which will need sealing or careful diversion of the water behind the tile down into the drainage system. The waterstop installed was not completely effective in sealing out the water. This is an item that should be included in a future contract.

Wall Alignment

Wall No. 14 alignment as viewed at this time indicates that possibly some realignment might be necessary due to settlement. This should be observed and considered in the next contract.

(more)

EDITION OF 5-60 MAY BE USED

Time

The contractor has requested an extension of time until December 16, 1967 and the State has not formally granted this extension. However, they have informed their finance people to not assess liquidated damages. It appears that they will grant a time extension of sufficient length to complete the project without assessment of damages. The contractor completed all work to an acceptable standard on November 27, 1967.

RECEIVED
NOV 1 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

U-318(10)

6748

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 28, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

This is to advise you that work was completed on November 27, 1967, on Contract No. 6748, Vista Ridge Eastbound Tunnel Section, in Multnomah County, in connection with Federal-Aid Project No. U-318(10).

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance of listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Burnet Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 11-30-67

Project inspected November 30, 1967 - work acceptable.

Young 12-14-67

A. W. Parsons
Division Engineer

By: J. M. Garvin
Acting District Engineer

NOTED
F. B. KLABOE

HAS/

RECEIVED
DEC 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

U-318(10)

6748

C

FORM C-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Vista Ridge Eastbound Tunnel	WEEK ENDING: November 25, 1967
		SECTION PREFIX: 26-1053-900
	HIGHWAY: Sunset	COUNTY: Multnomah
NAME OF JOB: Vista Ridge Eastbound Tunnel	KIND OF WORK: Tunnel, Structures, Grading & Paving	
CONTRACTOR: Drake-Winston, Joint Venturers	CONTRACT NUMBER: 6748	FEDERAL AID PROJECT NUMBER: U-318(10)
DATE OF CONTRACT: November 19, 1965	DATE WORK STARTED: November 22, 1965	ESTIMATED COMPLETION DATE: November 27, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $4,804,718.62	SPECIFIED COMPLETION DATE: September 30, 1967	PERCENT OF TIME ELAPSED: 108.2 %
EXCLUSIVE OF ENGINEERING: $4,463,049.74	ENGINEERING AUTHORIZATION: $341,668.88	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99.8 %
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $4,233,104.88	ENGINEERING COST TO DATE: $288,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96.3 %
ESTIMATED PERCENT: OVERRUN / UNDERRUN: UNDER 4.78 %	PERCENT OF AUTHORIZATION: 84.3 %	DATE PROJECT WAS COMPLETED: November 27, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Tunn. Excav.	
100%	100%	100%	100%	100%		100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	XXXXXXXXXX SECONDARY	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		2,520 CY		60,000 CY	405 T
TOTAL QUANTITIES CORRECTED TO DATE		2,970 CY		54,165 CY	685 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		2,970 CY		54,165 CY	685 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-D-8 Cat

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9103 E.Bd.Tunn	9103 W.Bd.Tunn	9103 Walls	9391 OJ Rigid Fr.				
PERCENT	100 %	100%	100%	100%				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Cldy.			
THURSDAY	Cldy.			
FRIDAY	Shwrs.			
SATURDAY				

Routing

RECEIVED

Scott

Wilk

Elect Jct

Olsen

IRD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

11-19 SUNDAY	NO ACTIVITY
11-20 MONDAY	Dressing slope Rt. of TWB 28+50; Excavating TWB to grade TWB 28+50 to 29+00; Constructing 6' chain link fencing;
11-21 TUESDAY	Dressing up grade along Wall 3 and in TEB tunnel; Surface finishing curbs TEB tunnel; Constructing 6' chain link fencing; Moved Jumbo to former PGE property south of 17th and Market with OSHD approval;
11-22 WEDNESDAY	General cleanup throughout project;
11-23 THURSDAY	HOLIDAY
11-24 FRIDAY	NO ACTIVITY
11-25 SATURDAY	NO ACTIVITY

REMARKS

SUMMARY: Dressing up slopes rt. of TWB 28+50;
Dressing up grade along Wall 3 and in TEB tunnel;
Constructing 6' chain link fencing;
General cleanup throughout project;

Work to be done:
Misc. pickup items; Fencing (CL-6) (~~100% complete~~);
~~Fine grade east end of tunnel~~ (~~100% completed~~);

Complete pickup items access control Monday 11-27-67)
This completes prongject; This is the final weekly report;

SIGNED [signature] LOCATION Portland, 97213

William E. Ikola, Res. Br. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGE AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F-16

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

RECEIVED
OCT 16 1967

4-318(10)
6748

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 12, 1967

Argonaut Insurance Companies
514 Southwest Sixth Avenue
Portland, Oregon 97204

Re: Blasting Damage Claims
Mrs. Hilda Baar - 1552 S. W. Upper Hall Street, Portland 97201

Eugene K. Oppenheimer - Dr. Russell Kaufman, 1792 S. W. Montgomery Drive

Vista Ridge Tunnel
Contract No. 6748

Gentlemen:

Enclosed is correspondence relating to the above two claims, both of which have, apparently, already been called to your attention.

It appears from the enclosed letter from Prescott W. Cookingham, Mrs. Baar's attorney, that legal action is contemplated. If such action is commenced, we will, of course, look to your Company to provide the State's defense under your Policy No. MC 80-208-008131.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

ALAN H. JOHANSEN
Staff Attorney

RECEIVED
OCT 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

AHJ:rb
Encls.

cc: Drake-Winston Joint Ventures
Attention: Wm. H. Mayer
P. O. Box 791
Portland, Oregon 97207

Mr. G. E. Rohde
Mr. K. L. Foster
Mr. Tom Edwards
Mr. I. D. Merchant
Mr. A. E. Johnson

NOTED
TOM EDWARDS

BRIDGE DIVISION
AM OCT 13 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

COOKINGHAM AND MALETIS
ATTORNEYS AT LAW
SUITE 640 PACIFIC BUILDING
PORTLAND, OREGON 97204
TELEPHONE 228-8491

PRESCOTT W. COOKINGHAM
JAMES C. MALETIS
ALLARD JAMES HEITKEMPER

LEO J. HANLEY 1925-1958

September 18, 1967

Donald M. Drake Company,
1600 N. W. Savier St.,
Portland, Oregon

Re: Contr 6748
Copy sent I.D. Merchant
9-19-67 a.v.B.

Gentlemen:

During the month of August, my client, Mrs. Hilda Baar, 1553 S. W. Upper Hall Street, Portland, Oregon, wrote you a detailed letter, setting forth the claims and damages resulting from blasting by you in drilling a tunnel through the hill on which her home is located.

It appeared subsequent thereto that the matter was referred to the Oregon State Highway Commission which received a copy of her original letter and statement of damages.

It also appeared that the matter had been referred to an insurance company carrying a liability policy for this construction work.

However, other than some rather vague information as to this claim receiving attention, there seems to have been no definite action taken and certainly Mrs. Baar has received no information or indication that the claim would be recognized or taken care of.

I wish to emphasize that this entire transaction has involved a great deal of disturbance for Mrs Baar. She has been upset during the course of these activities, over a period of time, and she has been very much upset by the fact that the matter has not been receiving the attention which we believe should be given to it.

Will you, therefore, please make it a point to have someone who is authorized to discuss or settle this claim, to get in touch with me, so that we can discuss a possible settlement. In the absence of any such progress in the very early future, there would seem to be no alternative but for Mrs. Baar to bring a suit for all damages against the parties involved.

Frankly, we are very much surprized at the lack of attention given to this claim, as it is an important matter and involves a situation where a property owner has been subjected to a damaging and disturbing experience.

Very truly yours,

PRESCOTT W. COOKINGHAM

Note
This information
received in Gen. Files
3-15-73

PWC:er
cc: Mrs. Hilda Baar
Oregon State Highway Department
Metropolitan Engineers Office,
Drake-Winston Joint Venture
Box 791, Portland, Oregon

RECEIVED
OCT 10 1967
FOR FILING

4-318(10)
6748

Salem, Oregon
October 9, 1967

C.E. Rahle
Chief Counsel

B U I L D I N G

Attached is a copy of a letter from Prescott W. Cookingham who represents a Mrs. Hilda Baar, and a claim from E. K. Oppenheimer for alleged damage because of the construction of the Vista Ridge Tunnel. Also attached is a list of claimants which we extracted from the contractor who feel they have sustained damage and have not received satisfaction from the insurance carrier.

As you know, the contractor was required to furnish protective public liability and property damage insurance, insuring the Commission and its employees from any liability due to this construction.

It is requested that you forward the Baar and Oppenheimer claims to the insurance company.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
att.
cc Forrest Cooper
Tom Edwards
Victor D. Wolfe

COOKINGHAM AND MALETIS
ATTORNEYS AT LAW
SUITE 640 PACIFIC BUILDING
PORTLAND, OREGON 97204

TELEPHONE 228-8491

PRESCOTT W. COOKINGHAM
JAMES C. MALETIS

LEO J. HANLEY 1925-1958

REFERRED TO
Admin.
BY SEC'Y

October 5, 1967

Oregon State Highway Department,
Salem, Oregon

Gentlemen:

I represent Mrs. Hilda Baar, who lives and owns a residence located at 1553 S. W. Upper Hall Street, Portland, Oregon, 97201.

During the blasting that was performed while your department and the contractors were building a tunnel by-passing portions of Canyon Road, which tunnel was almost directly under Mrs. Baar's house, there were numerous blasts which caused extensive damage to her home and she has been subjected to nervous pressures which have injured her health.

I have written to the contractor, Donald M. Drake Company, 1600 N. W. Savier Street, Portland, Oregon, claiming damages;but was advised, rather abruptly, that there could not have been any damage to her house from the blasting operations.

Under the circumstances, it will be necessary for Mrs. Baar to file a suit to recover such damages and it will be necessary to join the State of Oregon Highway Commission as a party to this suit. I mention this in case you may care to investigate the attitude of the contractor and its insurance adjuster who, apparently, do not wish even to discuss the matter.

Respectfully submitted,

Prescott W. Cookingham

PRESCOTT W. COOKINGHAM

PWC:er

RECEIVED
OCT 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 6 1967
OREGON
STATE HIGHWAY COMMISSION

EUGENE K. OPPENHEIMER
ATTORNEY AT LAW
PUBLIC SERVICE BUILDING
PORTLAND, OREGON 97204
TELEPHONE 226 6641

September 28, 1967

Mr. David Simpson
Norris, Beggs & Simpson
Alderway Building
Broadway and Alder Streets
Portland, Oregon 97204

Dear Mr. Simpson:

In light of our telephone conversation of this day, I hand you herewith statement from Widmer Plumbing in the amount of $146.26 and statement from Sundeleaf in the sum of $1,037.00 which should have been enclosed in my letter to you of the 14th instant.

The item of damage to the concrete in the sum of $550.00 has not as yet been repaired but we have an estimate from a reliable contractor on this score, which can be furnished if you desire.

Accept my appreciation for your interest in this matter.

With personal kind regards, I am

Sincerely yours,

Eugene K. Oppenheimer

E. K. Oppenheimer

EKO:PS
Encs-

INVOICE

WESLEY A. SUNDELEAF PAINTING CO.

Phone 236-9797
1715 S. E. Spokane Street
PORTLAND, OREGON 97202

13

To

Dr. Russell Kaufman
1792 S. W. Montgomery Drive
Portland, Oregon 97201

DATE July 31, 1967

INVOICE

REQUISITION NO.

JOB NO.

Painting charges for

Repair of blasting damage to your home

Master Bedroom	Ceiling	40.00
Master Bathrm	"	24.00
Library	"	15.00
Judge's Bedrm	"	20.00
" Bathrm	"	35.00
Upstairs hall walls & ceiling		78.00
Round ceiling & wall off entrance		71.00
Upstairs rear hall		37.00
First floor entry ceiling		26.00
Living rm ceiling		42.00
Breakfast rm ceiling		15.00
Breakfast " " east wall		147.00
Pantry ceiling and woodwork		116.00
Kitchen ceiling and woodwork		371.00
~~Pantry ceiling & woodwork~~		
		$1,037.00

INVOICE

Established 1906

WIDMER PLUMBING & HEATING CO

0 S. E. SANDY BOULEVARD AT NINTH AND PINE STREET • PORTLAND 14, OREGON

BELMONT 4-4333

Dr. Russell Kaufman
1702 S. W. Montgomery Drive
Portland, Oregon.

December 30, 1966.

TERMS: NET CASH; FULL LEGAL INTEREST AFTER 30 DAYS

32020

ALL CLAIMS FOR ERROR MUST BE MADE WITHIN FIVE DAYS AFTER RECEIPT OF BILL

Check for lead. Remove floor tile to replace lead bend. Repair tile floor. 12/19/66

	Plumber Permit	
1	4"x10 lead bend	
1	4" brass closet flange	
5#	caulk lead & oakum	
5#	closet setting compound	
1	set closet bolts, screws, nuts, & washers	
1	1/2" brass slip joint washer	
	Asbel Tile Co.	
	Repair floor	47.26
	Labor	99.00
		$146.26

DRAKE-WINSTON JOINT VENTURERS

P. O. BOX 791 • 503-227-7884
PORTLAND, OREGON 97207

September 30, 1967

Oregon State Highway Department
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Mr. Al Benedict

Subject: Blasting Claims - Vista Ridge Tunnel, Contract No. 6748

Gentlemen:

With this letter we enclose a list of people who have filed claims with us as a result of the blasting operations on the Vista Ridge Tunnel project.

Very truly yours,

DRAKE-WINSTON JOINT VENTURERS

Wm. H. Mayer

WHM:jjc
Enclosure

METROPOLITAN ENGINEER
RECEIVED
OCT - 2 1967

FORM S-122X 10M 6-67

RECEIVED
OCT 9 - 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

U-318(10)

6748

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 4, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Dear Sir:

Re: Extra Work Order #5, Supplement #1
Eight-inch Sanitary Sewer owned by
Mr. Penn C. Crum
Vista Ridge-Eastbound Tunnel
Sunset Highway
Multnomah County
Project No. U-318(10)
Contract No. 6748

Reference is made to your letter of October 16, 1967, requesting certification of Mr. Crum's property rights and evidence of a utility agreement with him.

Herewith you will find one copy of Mr. Hesla's certification that the 8-inch sanitary sewer line occupied an easement.

This work was performed on property recently purchased by the State, therefore no permit of entry was necessary. The work is now completed and the sewer line is in operation. Although Mr. Crum has refused to sign any documents concerning this matter, he has not indicated any displeasure with the work performed.

In view of the foregoing, we feel that no further documentation is necessary. Therefore we request your approval of Extra Work Order #5, Supplement #1.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

PGP:ss
Enc.
cc: F. B. Klaboe
L. H. Young
Jack Hesla

RECEIVED
OCT 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

1883 S. W. UPPER HALL STREET
PORTLAND, OREGON 97201

Portland, September 30. 1967.

State Highway Department
5321 N.E. Glisan
Portland, Oregon 97213.

Dear Mr. Benedict:

I like to bring to your attention the dicision the Argonaut Insurance Company made in regard to my claim in connection with the dynamiting of the tunnel.

I am enclosing a copy, I made myself of the letter, as well as the answer I forwarded to the Insurance Company, the State Highway Commission approved at as a relyable Insurance Carrier for the highway project.

Very Sincerely

yours

Hilda B. Baar.

Hilda B. Baar.

#2

Copy.

1883 S. W. UPPER HALL STREET
PORTLAND, OREGON 97201

Portland, September 29, 1967.

Argonaut Insurance Companies
514 S.W. 6th Ave.
Portland, Oregon.

Gentlemen:

I was very surprised to receive yesterday your letter dated September 26, 1967, after my letter directed to the Donald M. Drake Comp. was forwarded to you August 22, 1967.

In this letter I explicitely pointed out that I do not want any dealings with your Company, for I do not have a claim against you. Your Company is not my insurance carrier and never will be. Your representative, Mr. Pederson, who saw my house before any damage was visible, had repeatedly assured me, as well as other people who had damages, that his Company will pay for all damages upon completion of the tunnel, but has later distorted or denied almost everything he saw or said, and therefore I declined to have any further dealings with your Company. Why you wrote the above mentioned letter to me, I do not know, inasmuch, as my attorney, Mr. P.W.Cookingham, made it clear in paragraph 6 of his letter to the Donald M. Drake Company that your Company should get in touch with him directly to discuss the matter. It is costumary that if a party has engaged an attorney in a case, that all dealings thereafter go through his office, especially when I have declined to deal with your Company. Will you please therefore direct any and all communications in writing through Mr. Cookingham, for I might not even be at home to receive my mail.

I might be in the Hospital, for the whole matter has made me very ill, or I might be obligated to live somewhere else, when my house becomes un-inhabitable, if the furnace stands again in water when the rainy season starts.

You mentioned in your letter the movement of the Vista Ridge Hillside as the cause of the settlement of my house and the subsequent damages. My house is about 33 years old, and had never water in my basement or all the other damages I am having now. My property started to get damaged as soon as the dynamiting started, respectively when the blats became stronger or through the continuation of the blasts. I noticed some of the damages one day after strong blasts, sometimes minutes or seconds later, as indicated in my day to day account of the dynamiting.

The dynamiting seems to have multiplied the danger of the movements of the Vista Ridge Hillside, if those movements really existed, and therefore the highway and the tunnel never should have been located in this area. The responsibility for that misteke rests with the State Highway Commission and the contractor, who should have examined the hillside, before they agreed to build the highway and tunnel there. You have insured the contracting Company, and nobody forced you to write this Insurance Policy. I had no say in the matter where the highway and tunnel was to be built.

1883 S. W. UPPER HALL STREET
PORTLAND, OREGON 97201

I consider it very naive on your part to quote half a sentence out of context from the letter from the Teller Construction Company, and if I have a claim or not against the Donald M. Drake Company or the Drake-Winston Joint Ventures; this will be decided upon by a jury and not by you.

I reserve for myself the right to add any amount to my claim, if further damage occurs, either to my property or my health.

Any further letter from your Company addressed to me will remain un-answered and considered as non-existent.

Very truly yours

Hilda B. Baar.

Copies to:
Drake-Winston Joint Ventures
State Highway Department
Mr. Prescott W. Cookingham

ARGONAUT INSURANCE COMPANIES

514 Southwest Sixth Avenue • Portland, Oregon 97204

September 26. 1967

Mrs. Gustav Barr
1552 S.W. Upper Hall Street
Portland, Oregon *

Re: Claim No: 05C-000352
D/Loss : 2-23-66

Drake-Winston Joint Ventures
Vista Ridge Tunnel Project

Dear Mrs Barr: *

We recently received your letter of August 5. 1967, directed to the Donald M. Drake Company, and an accompanying letter and estimate of damages to your residence, prepared by the Teller Construction Company.

It is our opinion that any damage to your residence has been caused by natural settlement of the house and the movement of the Vista Ridge Hillside, which was present even before the commensement of the tunnel project.

We draw your attention to the first paragraph of the letter from the Teller Construction Company, which states, in part: -" We found various cracks throughout the residence which were caused by settlement and/or vibration".

We must, therefore, respectfully deny your claim in its entirety.

Very truly yours,

Richard L. Hurner
Claims Examiner

RLH:b

cc: Drake -Winston Joint Ventures
P.O. Box 791
Portland, Oregon 97207
Attention: Wm. H. Mayer

* I copied the above letter exactly as written with my name mis-spelled and the wrong Street No.

RECEIVED
SEP 26 1967
FOR FILING
U-318(10)
6.149

September 26, 1967

Mr. David B. Simpson, Member
Oregon State Highway Commission
c/o Morris, Beggs & Simpson
711 S. W. Alder Street
Portland, Oregon 97205

Dear Mr. Simpson:

We have reviewed Judge Oppenheimer's claim for damages on the residence at 1792 S. W. Montgomery Drive, which you transmitted with your September 22 note. As the Department did not purchase right-of-way from Judge Oppenheimer, this property was not inspected prior to the construction and we have no ready means of passing on the validity of his claim.

Because of the uncertainties in this type of construction and the unknown factors that might or might not be encountered, the contractor was required to furnish to the State protective public liability and property damage insurance. This covers the State Highway Commission, its officers, agents, and employees from any liability that might be sustained on account of the contractor's work. The cost of this insurance, which is considerable, is reflected in the price bid by Donald M. Drake Company and Winston Bros. Company.

As the State has, in effect, purchased protection with highway user revenue, it would not seem in order to make settlement directly with Judge Oppenheimer. This is a situation in which the State could have purchased the insurance directly but we believe that making it a requirement by the contractor offers some competition and incentive for the contractor to control his work that might not otherwise occur. Our Division Engineer advises that the contractor did use prudence and extra care in his use of explosives. However, shock transmissions are possible and unpredictable results happen through no mismanagement or direct fault of the operator.

Inasmuch as the State is named as the insured in this matter, it would be proper for Judge Oppenheimer to submit his claim to us and we will transmit it to the insurance carrier. I do not know whether this will provide any solution but it may be worth a try.

If there is anything further you need, please let us know. We are returning Judge Oppenheimer's letter to you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms srb

Enc.

cc: Forrest Cooper
Tom Edwards
Victor D. Wolfe
A. E. Johnson - Enc.

EUGENE K. OPPENHEIMER
ATTORNEY AT LAW
PUBLIC SERVICE BUILDING
PORTLAND, OREGON 97204
TELEPHONE 228-1161

September 14, 1967

Mr. David Simpson
Norris, Beggs & Simpson
Alderway Building
Broadway and Alder Streets
Portland, Oregon 97204

Dear Mr. Simpson:

I write this letter to you because you are a member of the State Highway Commission and because of my personal respect through our long friendship.

I will not bore you with full details, but outline my complaints. Dr. Russell H. Kaufman and I own a home at 1792 S.W. Montgomery Drive, which lies between Vista Avenue and said Drive near their junction.

The State of Oregon, through its Highway Commission, has undertaken to bore its so-called Canyon Road Tunnel. In doing so, it has let a contract to Drake-Winston and said contractor furnished a bond by Argonaut Insurance Company. The tunnel passes practically parallel to the North line of our property in part. The boring in part was accomplished by extremely heaving blasting that most violently shook and rattled our home and did substantial damage and likewise to other residents. It was some ordeal. Both the State Highway Department and the contractor for the job referred us to the Argonaut Insurance Company re our damage.

The adjustor for the Insurance Company, R. L. Hurner, contacted me and I took him to our home, pointed out in part at least the damage, and permitted him to take pictures as he desired.

This occured in the early period of the blasting.

After months of waiting, Mr. Hurner advised, upon contact from me, that the Insurance Company wanted to "stand by" until the boring of the tunnel was to be completed, in a few months. We acquiesced, and nothing was done by the Insurance Company. Later I again contacted the Insurance Company and its Mr. Hurner asked that I send an itemization of our damage.

On August 21, 1967, I forwarded statements covering repairs that had been accomplished at our expense, and pointed out other damage not yet repaired. No response was received. On September 12, 1967, I telephoned Mr. Hurner, who was busy on another line and the operator asked that I leave my name and number, which I did, but Mr. Hurner did not call me back.

On September 13, the next day, I again telephoned Mr. Hurner, and asked him why he had not answered my letter or returned my call. He then said he had answered my letter on the 12th of September, evidently by reason of my telephone call of that date, and then he tersely stated that the Insurance Company could not pay anything, although he had put in his "two bits worth." In reason, why did the Insurance Company ask for an itemization of our damage if they were acting in good faith when they had all of the facts, and deny our claim as above stated. You and I both appreciate the umbrella of eminent domain employed by the State of Oregon in its highway operations and used in and our of Court.

Let me comment, in passing, that I have noted the signs of the Highway Commission reading, in effect, that our tax dollars are working for us, the taxpayers, but surely not in the case at hand.

The application of this rule, in my honest judgment, should not be transferred to the contractor and then by it to some insurance company who in effect says "come and get it" if you can.

We have competent evidence to support our claim of approximately $1,733.00. Our home is well built and substantial and has stood the test of time until the blasting operations. I know our legal rights, but why in all fairness, should we be obliged to go to Court and incur attorneys fees, expenses, delay and inconvenience by reason of the fiat of the Insurance Company.

This is a different situation from a controversy between two individuals. The State of Oregon is involved and surely should be concerned as to all of its citizens, particularly in its actual operations and not delegate this responsibility to any insurance company and then claim clean hands.

This matter has been called to the attention of the Highway Department and Mr. Tom Edwards, Assistant Engineer, who advised me that he believed that I would find "him (contractor) to be very cooperative", but not so.

This communication is lengthly, but otherwise I could not give you a birds eye view of the situation.

I will be pleased to contact you personally if you so desire, but I appreciate the many demands upon your time. Your interested attention and response will be appreciated.

With kind personal regards, I am,

As ever,

Gene Oppenheimer

E.K. Oppenheimer

EKO:e

cc- Drake-Winston
P.O. Box 791
Portland, Oregon

I-318(10)

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

G1-P Date 1967 H. C. Brooks
Title Dist. Engineer
U.S. Bureau of Public Roads

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Vista Ridge Eastbound Tunnel Date September 12, 19 67

Highway Sunset Contract No. 6748

County Multnomah Prefix 26-1053

Contractor Donald M. Drake Co. & Winston Bros. Co. F. A. Project No. U-318(10)

Address P.O. Box 791, Federal Sta., Portland, Oregon 97207 Order No. 14

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Load tunnel spoil from the embankment area constructed at the location of the future 18th Ave. rigid frame. This material to be hauled and placed as backfill behind the extension for retaining wall 3 at the contractor's expense. The number of trucks hauling this material will be governed by the access of trucks to the restricted backfill area and by the placing and compacting operation.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed contractor in accordance with executed contract for this project.

This work has not started. Telephone approval obtained from BPR on September 12, 1967.

Location by station numbers:

TEB 27+50 to 28+25
TWB 26+25 to 27+00

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$ 400.00
Equipment	1,400.00
	$1,800.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Additional rock spoil was required to backfill the TEB rigid frame due to the cut and cover type of construction. During negotiations for construction of the TEB rigid frame, the possible shortage of suitable backfill material was discussed with the contractor and it was agreed that if additional backfill was required the State would furnish the material or pay for the loading and the contractor would haul and place the backfill. (over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,804,718.62	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $1,800.00 for work under this order	$4,632,099.19	
Expected under-run / over-run amount	$ 172,619.43	
Expected under-run / over-run per cent	3.59%	

Submitted by: /s/ William E. Ikola, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, For Bridge Engineer

Approval Recommended: /s/ A. V. Benedict, Asst. Division Engineer

Approved: /s/ L. H. Young 10-11-67, Office Engineer.

SP 2577-734

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

No. 45

TO BE PRESENTED ON FORM AS "OUT AT HAND"

Inasmuch as all tunnel spoil which had been stockpiled for backfill purposes has been utilized and the amount of material required to complete the backfill of wall 3 does not warrant starting a borrow area off the project, it is more economical to excavate the embankment area at the location of the future 18th Ave. rigid frame and to pay the loading costs for the remainder of backfill material required.

Contractor Donald V. Bagle Co. & Wiseton Bros. Co. Contract No. I-313(1-)

Address P.O. Box 791, Federal Sta., Portland, Oregon 97207 Order No. 14

The following work is hereby directed as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Load tunnel spoil from the embankment area constructed at the location of the future 18th Ave. rigid frame. This material to be hauled and placed as backfill behind the extension for retaining wall 3 at the contractor's expense. The number of trucks hauling this material will be governed by the access of trucks to the restricted backfill area and by the placing and compacting operation.

1. Equipment rental rates shall be in accordance with State-FCC agreement.
2. Percentage allowed contractor in accordance with executed contract for this project.

This work has not started. Telephone approval obtained from DHE on September 12, 1967.

Location by station numbers:

TWB 27+50 to 28+75
TWB 26+25 to 27+00

Estimate of quantities and cost:

Labor	$ 400.00
Equipment	1,400.00
	$1,800.00

Explain here the conditions which cause this work to be classed as "extra work") Additional rock spoil was required to backfill the "TB" rigid frame due to the cut and cover type of construction. During negotiations for construction of the TWB rigid frame, the possible shortage of suitable backfill material was discussed with the contractor and it was agreed that if additional backfill was required the State would furnish the material or pay for the loading and the contractor would haul and place the backfill.

(over)

Project authorization	$4,804,718.62
Present estimate of project cost, including $1,800.00 for work under this order	$4,632,099.19
Expected under-run or over-run amount	$ 172,619.43
Expressed under-run or over-run per cent	3.72%

RECEIVED
OCT 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Approved: /s/ William E. Tolle
Deputy State Highway Engineer

Approval Recommended: /s/ Alfred A. Bent
Bridge Engineer

Approval Recommended: /s/ A. V. Priest
Project Engineer

Approved: /s/ L. H. Young
for Contracting Engineer

U-318(10)

Form E-236—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
AUG Date 1967 By L-P
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Vista Ridge Eastbound Tunnel **Date** September 1, 1967

Highway Sunset **Contract No.** 6748

County Multnomah **Prefix** 26-1053

Contractor Donald M. Drake Co. & Winston Bros. Co. **F. A. Project No.** U-318(10)

Address P. O. Box 791 Fed. Sta. Portland, Ore. 97207 **Order No.** 13

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct "B" shaped cut-off ditch along the hillside above wall No. 3. Ditch to be in the original ground area above the backfill slopes. Ditch to be lined with 12" half circle CMP.

1 - Equipment rental rates shall be in accordance with State-AGC agreement.
2 - Percentage allowed to contractor in accordance with executed contract of this project.

This work has not started.
Tentative approval obtained from B.P.R. August 31, 1967.

Location by station numbers:

TEB 41+00 to 46+00

Estimate of quantities and cost:

Material	$ 510.00
Labor	1,020.00
Equipment	370.00
Total	$1,900.00

NOTE: F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Water from springs on hillside above must be intercepted to prevent saturation of slopes and resulting surface slides. No provision was made for this work in the original authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,804,718.62
Present estimate of project cost, including $1,900.00 for work under this order	$4,630,504.35
Expected under-run / over-run amount	UNDER $ 174,214.27
Expected under-run / over-run per cent	UNDER 3.63%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Bridge Engineer

Approval Recommended: /s/ A. V. Benedict

/s/ I

RECEIVED
AUG 22 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U-318(10)
6748

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 16, 1967

In reply refer to: 08-35-DA

NOTED
F. B. KLABOE

SUBJECT: Oregon Project U-318(10)
Vista Ridge Eastbound Tunnel
Extra Work Order No. 5, Supplemental No. 1

In order to approve the above order we must have the necessary property rights certification as required by Subparagraph 7e of PPM 30-4, and also an agreement with the property owner.

Please furnish this information so we may expedite our approval of the order.

8-21-67

REFERRED TO
Howard
By Asst. State Hwy. Engr.
Please handle

RECEIVED
AUG 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 16 1967

UNITED STATES GOVERNMENT

Memorandum

U-318(10)

TO : Mr. Forrest Cooper, State Highway Engineer
6148 Salem, Oregon

FROM : A. W. Parson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 9, 1967

In reply refer to: 08-35-DA

Klebor
Edwards

SUBJECT: Oregon Project U-318(10) - Vista Ridge Eastbound Tunnel
Sunset Highway
Inspection-in-Depth

Submitted herewith is an inspection-in-depth on Extra Work Order and Price Agreement procedures on the above project. Our inspection indicated the project was in excellent shape in this regard. There are two very minor items which merit some attention.

You are to be commended on the excellent way this project was administered.

Cpy Noted
8-15-67 NOTED
TOM EDWARDS

RECEIVED
AUG 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY EIDf: 35-67-EID(19)12

FORM PR-33D (REV. [illegible]-66) cc: OSHD (K12502) Region (3 cys) Wash DC thru Region Division Auditor-in-Charge (3 cys) (PPM 20-6.1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

File 430
Admin Mgr

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

ayh

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Multnomah	U 318(10)

DATE OF INSPECTION	PHASE(S) INSPECTED
7-27-67	Extra Work Orders and Price Agreements

INSPECTION MADE BY	IN COMPANY WITH
H. A. Schell, Area Engineer B. C. Bassett, Auditor M. S. Hawrylciw, Jr., Junior Engineer	W. B. Ikola, Res Engr, OSHD H. W. Oswald, Asst Res Engr, OSHD

REPORT PREPARED BY
M. S. Hawrylciw Jr. and H. A. Schell

PROJECT INCLUDES

☒ GRADING AND DRAINAGE ☐ BASE ☐ PAVING ☒ MAJOR STRUCTURES ☒ OTHER (Specify) Tunnel

CONTRACTOR (Name and address)
Donald M. Drake Company & Winston Bros. Company
Portland, Oregon

CONTRACT AMOUNT
$ 4,181,131.00

PROJECT STATUS (% comp.)
92%

LOCATION
This project is located in the SW. section of Portland, Oregon. It begins at Sta 22-50 at SW. 16th Avenue and extends westerly to Sta 80+50 on SW. Canyon Road at SW. Jefferson Rd.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.
Part of Statewide Inspection-in-Depth.

VISTA RIDGE EASTBOUND TUNNEL
SUNSET HIGHWAY - MULTNOMAH COUNTY
Extra Work Order and Price Agreement Procedures

A. SCOPE OF INSPECTION:

This inspection consisted of a comprehensive review of the State's entire procedure of preparing extra work orders and price agreements and their administration in accordance with contract requirements and issued guidelines. A thorough examination was conducted on randomly selected orders to verify their documentation in support of the order. An approved guideline was used in the interview and notes were recorded on the space provided. This guideline is on file.

(more)

B. FINDINGS AND RECOMMENDATIONS:

There were no significant findings except two very minor items. These items are listed below:

1. Tabulation of Construction Equipment

   Finding: No tabulation available.

   Recommendation: This is a new requirement and the resident should obtain this list in accordance with Technical Bulletin No. 19.

2. Equipment Working Time

   Finding: Equipment time should be recorded to nearest ¼ hour according to Technical Bulletin No. 19, but this requirement is not part of the contract provision.

   Recommendation: Make this item a part of the contract provisions.

C. GENERAL COMMENTS:

This project is lagging in percent complete vs. percent time elapsed (89/91); however, in the next few weeks this lag should be eliminated. Some of the lag can probably be attributed to several of the changes reviewed in this inspection.

Our inspection disclosed no major deficincies in either the preparation, documentation, or administration of extra work orders and price agreements. Project documentation is in substantial conformance with issued guidelines and contained adequate information in support of pay quantities with one exception. One and one-half hours of labor work was not supported on our payroll. This man was working on two different Federal-aid projects under the same contractor and his time was probably inadvertently placed on the wrong payroll. The State will request a supplemental payroll to cover this apparent ommission. We feel the resident should be commended on the excellent job of support information for extra work orders and price agreements he has compiled on this project.

1553 S. W. UPPER HALL STREET
PORTLAND, OREGON 97201

Portland, August 5. 1967.

Donald M. Drake Company
1600 N.W. Savier
Portland, Oregon.

Gentlemen:

Enclosed you will find a list of the damages caused by the dynamiting of the tunnel with an estimate made by the Teller Construction Company for the repair of the accrued damages. Some of the damages I have already paid for, bacause they needed immediate attention to prevent much larger damage. Your insurance carrier refused to pay anything before the whole dynamiting was over.

If your Company wants to inspect the damages, you certainly may do se by previous appointment. You are also entitled to bring your insurance carrier with you, but the insurance carrier alone will not be permitted into my house without a representative of your Company or the State Highway Commission, for that would be entirely futile, as Mr. Pederson from the Argonaut Insurance Company, your insurance carrier, denied or distorted everything he saw or said in my house, the next time he was here or spoke to me over the telephone. He saw my house, that was almost entirely painted new inside, and also painted new outside all over a few month later than the inside. There was no damage visible when Mr. Pederson was here the first time, with the exention of one crack in the living room of the rented apartment, that was already there for years, but was so little that it hardly could be seen, but became very larg with the blasting, and I found plaster dust and pieces every day on the floor, what never had happened before.

At first the blasting was not so strong as it later seemed to be, and I couldn't detect any damage, though the house was shaking very much. Of course the damage could also be attributed to the constant continuation of the blasts, that had hurt the foundation of the house, and consequently caused all the damages.

According the advise of my attorney I listed all the blasts and damages that came to my attention on and after February 14, 1966. Of course, I was not at home all the time, and only what I experienced myself is recorded on that list; will you please study this enclosed list. My house was the one, most exposed to the disturbances, air and otherwise, created by the blastings.

Besides visits by, and telephone conversations with your insurance carrier, I also had several telephone conversations and correspondence with Mr. Benedict from the Oregon State Highway Department, and I suggest, that you inform yourself about the contents of these communications. Your Company always refused to make seismograph readings inside my house.

When I had all the water in my locker-room and laundry-room in the basement, and some water even running into the kitchen of the apartment, Mr. Pederson rejected to pay any of the waterproofing that was necessary to perform in order to use the laundry-room and locker-room, as well as preventing any further damage to my house, such as dry-rot. After the locker-room was waterproofed, the water took an other course and accumulated to a large extend in the furnace-pit, and if the rain

1553 S. W. UPPER HALL STREET
PORTLAND, OREGON 97201

wouldn't have stopped and slowed down, there was danger that the furnace could have blown up the whole house; the water inside the furnace was more than 2 inches high. I would have been obligated to move out of the house, it was too dangerous to use the furnace, and I could not be expected to live in the house without heat. Also my tenants would have had to move.

Mr. Pederson said that his company will not pay anything at this time, only after the whole dynamiting will be over, and that there will be still more dynamiting to come in spring. When there was no new Dynamiting by the end of May, I inquired if and when the dynamiting will be resumed again, and found out that there will be no more dynamiting by the Drake Construction Company in their present Highway construction. Again Mr. Pederson gave me the wrong information when I had all the water in the basement, furnace-pit and garage, and repair was imperative. I hardly can assume that Mr. Pederson was not informed about the status quo of the construction at the time he made this statement to me.

The waterproofing I had performed and paid for is only part of what has to be done, the water still is accumulating in the furnace-pit and running into the garage when it is raining or I water my garden a little too much. As long as the dynamiting is finished, and no more immediate damage is to be expected, I am not going to pay or lay out cash for the draining of the furnace-pit or the waterproofing that has tobe repeated in some places to be 100%. If the rainy season is going to start before this claim is being settled satisfactory by your Corner there will be much more damage to come, because the frame of the furnace will be again standing in water, will rust, and than the whole furnace will have to be removed to install a new frame. Also the possibility is given, if we get a large amount of rain that the whole furnace might blow up, and the house with it. I would be obligated to leave my house at any sign of danger, and also would have to make you responsible for dry-rot or any further damages to my house through the neglect to repair the present damages.

I had some sacks of coal for the use of my tenants on the patio under my first floor deck staked against the wall. When Mr. John from the Teller Construction Company was at my house to inspect the damages and to make an estimate, the coal was still staked against the wall and a large crack in the plaster could not be seen. After the coal was removed for the summer, I found the crack, and therefore the expen for chipping off the plaster and re-newing it, as well as re-painting this part of the wall, has to added to the estimate of the Teller Construction Company.I assume, that the amount for this work would be, according to the other estimates, about $ 75.-.

In the No. 2 item of the estimate of the Teller Constructio Company it is indicated that no painting is involved. This is the living room of the apartment I rent. It has oil paint that could be washed whenever there were small places involved to be cleaned when I changed tenants. While the bed room of the apartment as well as the bath room have been painted several times since 1954 when I re-decorated the apartment, this living room had not been painted all these years, and was due for new painting. Therefore I didn't charge any new paint job in the above mentioned living room.

1553 S. W. UPPER HALL STREET
PORTLAND, OREGON 97201

My second floor bath room in this part of my house, occupied by myself also has many new cracks since the dynamiting. This bath room never has been painted since 1943 when I purchased the house. It is tiled, about half-way up, and had wall paper then on the rest of the wall, which I removed. I had many coats of paint put on the wall, and it always was in such good condition after occasional professional washing that it didn't need any new paint when the rest of my house was newly painted a short time before the dynamiting. It had just 2 or 3 tiny little cracks. But because it had not been newly painted, and had not been perfect before the dynamiting, I didn't include it in my claim, though it definately needs repair now very badly, and repair costs should be added.

My second bed room in my part of the house also had not been newly papered or painted, because I use it only as a guest room and sewing room, but now it too is full of cracks it didn't have before the dynamiting. No repair in this room has been listed in the estimate of the Teller Construction Company. Here too repair costs will be added.

Please let me make it clear that, before this blasting, I never had any trouble with water through rain in the basement, furnace-pit or garage.

Please be advised that I am insisting that my claims be given consideration and a settlement made at this time. We have delayed a final settlement until the blasting was concluded.

Also - in addition to the detailed repair figures shown in the Teller Construction Company letter, as well as my own paid repair costs, I claim that my house - particulary the the foundation - has been permanently damaged, and that the repairs above referred to, will not and can not restore it to its former physical and structual strength and condition.

In conclusion, and based on expert advise from my consultants, I feel sure that the damages necessary to restore me to at least some prior status, and pay for the actual repair work, would be at least $ 5.000.-

Please may I hear from you promptly.

Sincerely yours

Hilda B. Baar.

Copy to the State Highway Commission.

Enclosed:
3 bills, already paid by me.
2 estimates.
1 statement of former tenant.
1 list of time and dates of blastings and damages occured.

1553 S. W. UPPER HALL STREET
PORTLAND, OREGON 97201

February 14. I noticed the first time stronger shaking of my house, noice of the shaking of the prism of my crystal chandelier.

" 15. Noticed one, the next day an other of the little bulbs of my bed room cealing lights burned out. But when I wanted to replace them, they went on again, they were just loose throu the shaking of the house.

" 18. Just saw single crack in downstars living room of the apartment much, much larger, with some plaster on floor that was clenned up when getting the apartment into shape for re-renting.

" 22. Found some new plaster on floor of above mentioned living room, showed it to Mr. Pederson, who also went at that time with me through the whole basement. Also showed Mr. Pederson where my china is stored, because my neighbors shelves, where her china was placed, went down after a strong blast.

" 25. Found the door from living room to porch very hard to open. Never was that way before.

" 27. Couldn't open my buffet, where my china is stored, though had it open a few days earlier in front of Mr. Pederson, when showed him my china. It was on a Sunday.

" 28. Called Mr. Pederson and showed him the buffet that I couldn't close now, after I opened it on the day before, when I had to go into it, by pushing a knive under the right front leg. Showed him also new crackes in wall paper in my bed room, that was inspected by Mr. Pederson at a previous visit, and was not there.

March 2. Was out for about 3 hours, and upon my return, found plastic cover of neon light above my stove in kitchen in the middle of my kitchen floor.

" 2. Mr. Pederson called that the reading of the seismograph was negative, didn't show any earth movement. The reading was taken outside of my house; there probably was no earthmovement, but my house was shaking so terribly through the air-waves. The engineer refused to make the seismograph test inside my house.

" 20. Noticed water in my laundry-room and a locker-room in my basement after 2 days of moderate rain. All winter, even after the snow melted fast, with considerable rain falling right after for several days, my basement,, locker-room and laundry-room were completely dry. The wator I found March 20. in the laundry-room and locker-room might have been there already for a few days, I do not come often into the basement.

May 9. Found again water in the basement after watering my garden rather heavely some days earlier. After that experience I have to water more oftenand less hard, but always in previous years, did water my garden rather hard and less often, to save time and work. I had no water anywhere after watering.

1583 S.W. UPPER HALL STREET
PORTLAND, OREGON 97201

June 28. Found a crack in my dining room behind the buffet where the door of the buffet couldn't be opened. The carpenter who had fixed my living room door to the porch, in order to be able to open it, found that the foundation of the house had considerably soffered, and went down right at the end of the buffet and further into the adjacent hall. The crack behind the buffet was not there when the carpenter fixed the door to the porch. He had brought along his wife to show her my dining room set, he admired very much, and neither of us noticed any crack behind the buffet at that time.

August 27. The dynamiting has resumed about 3 weeks ago, and the chrges seem to be much smaller, for my house is shaking much less.

Septem. 2. About 10 a.m. there was a much stronger blast than in the few weeks before, of course, I am not home all the time, and wouldn't know if there were any strong charges before.

" 3. There was a strong charge at 8:30 a.m. and at 11:45 a.m. I am leaving my house now, to be gone most of the day.

" 7. Shortly before 9:a.m. an other rather strong blast, I left home

" 8. 9:45 a.m. an other rather strong blast as the days before. left my house about noon.

" 9. 9:45 a.m. A <u>very</u> strong blast again, the strongest and longest since the dynamiting had been resumed a few weeks ago. My house was shaking terribly. Wrote a letter of complaint to the State Highway Commission, and mailed it at about 11: 11:a.m.

" 9. The same day, my tenants reported at about 4:p.m. upon their return home, that the last blast, the one in the morning, has cracked the cealing of the bath room all over. Called immediately Mr. Benedict from the State Highway Department, than went to inspect the damage. Also some more cracks were added to the older ones that derived from previous dynamiting Both my neighbors, Mrs. Wize and Mr. and Mrs. Lamb were not at home at the time of the blasting, I called up as soon as this <u>very</u> strong and long lasting blast occurred.

" 10. 10:35 a.m. An other long lasting strong blast, though not quite as strong as the one the day before. Later I noticed a second crack in the plaster behind the buffet in my dining room.

" 12. 9:17 a.m. An other long lasting strong blast. The door of my living room going out to the porch was vibrating very much.

" 12. 3:43 p.m. the same day. An other long lasting strong blast. My living room door was vibrating again very much, and the whole house was shaking terribly.

" 13. 2:25 p.m. The same long lasting strong blast as mentioned above. I was in my bed room upstairs, and the cealing ficture, which is screwed to the ceiling was shaking and making noise terribly. My nerves are on edge, and I am near a nervous

1353 S. W. UPPER HALL STREET
PORTLAND, OREGON 97201

break-down; had to take tranquilizer.

September 14. 9:a.m. A weaker blast than the days before. Left my house 10: a.m. for the rest of the day.

" 15. About 8:a.m. An other weaker blast than the 2 weeks before. Left my house at 10:a.m.

" 16. 8:a.m. an other weaker blast than the 2 weeks ahead. 2:p.m. blast as above. Had my painter here at about 4:p.m. who confirmed that all the cracks I showed him in dining room, bed room, bath room of the apartment were not present before he painted the inside of my house about one and½ years ago. The bath room in my part of the house has not been newly painted at that time, because it was in excellent condition, being washed periodically by experts and showed so little almost invisible cracks that we considered it un-necessary to do over. Now the cracks have multiplied and deepened.

" 17. 8:a.m. An other week blast as the few days before. 11:25 a.m. an other week blast as the one earlier in the day.

November 11. 12. 13. Water in the locker-room and laundry-room of basement. Some moisture in furniace-pit.

" 16. 17. 18. K&M Contractor's Service did waterproofing after they as well as Argonaut Insurance Comp. made inspection. Kost was $ 150. together with waterproofing in garage, where water showed up a few days later. About a week later a great deal more water in garage, now under and behind wood piled against the wall. There was never any water there. Insurance Comp. as well as waterproofers made inspection. Some more water in the furnace-pit, later in garage.

December 14. When waterproofers came to waterproof the garage behind the wood, he traced the waterto the pit of the furnace, where the water was inside the closed in furnace, between 2 and 2½ inches deep. The man from K&M wanted his boss to see it, before he does anything about it.

December 16. Mr. Hurner from Argonaut Insurance Comp. and Mr. David from K&M came to look at the situation. Mr. David from K&M said he will need Mr. Lockwood, the furnace man to be present, to lift up the furnace and open as much as needed to do the necessary waterproofing inside the furnace, to prevent the furnace from a short circuit, and also to prevent the furnace as well as the frame on which the furnace rests from rosting through. If the water would not be removed from the pit, a short circuit may be blowing up the furnace and the whole house with it. K&L and Mr. Lockwood agreed to come here Tuesday, december 20. at 1:p.m. to work on waterproofing inside the furnace. The opinion of Mr. Lockwood and the estimate of the K&M Contractors Service are enclosed.

RECEIVED
AUG 10 1967
SP-23401-734

C

FOR FILING

4-318(10)

6748

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1967

To: MEMORANDUM TO FILE

SUBJECT: Vista Ridge E.B. Tunnel
Contract No. 6748

L

Late Thursday, August 3rd, Mr. R. L. Porter called and asked me for an estimate of cost to complete the Eastbound Tunnel to the point where it could carry traffic. The major items of cost are lighting, tile lining, concrete paving and curbs. For the approximately 1,050' length of tunnel, these items will cost as follows:

Lighting (Fixture installation only plus controls)	$ 55,000
Tile Lining	135,000
Concrete Paving, Curbs, etc.	40,000
Total - - - - - - - - - - - -	$230,000
20% Engineering and Contingencies	45,000
Grand Total for the length of tunnel only - - - - - - - - - -	$275,000

Ivan D. Merchant
Bridge Engineer

IDM:mb
cc: R. L. Porter

RECEIVED
AUG 8 - 1967
OFFICE
STATE HIGHWAY ENG.
R. L. PORTER

A

RECEIVED
AUG 4 1967
FOR FILING

11-318(10)

6748

SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1967

SUBJECT: Vista Ridge E.B. Tunnel
Sunset Highway
Contract No. 6748

To: Mr. A. B. Johnson
Metropolitan Engineer
State Highway Department
5821 N.E. Glisan St.,
Portland, Oregon 97213

Att.: Mr. A. V. Benedict

Please refer to your letter of July 27th to which were attached letters of July 26th from Mr. Ikola and a July 18th letter and sketch from Drake-Winston regarding a timber bulkhead and use of the TWB tunnel for equipment storage.

This matter has been reconsidered by the Highway Department and it is our belief that this storage should not be allowed. Upon further consideration, it is also thought that rather than a timber bulkhead across the portal of the W.B. tunnel which would be subject to fire, an adequate fence with barbed wire overhang should be constructed to keep out trespassers. Will you please advise the contractor that this portion of the W.B. tunnel will not be available for equipment storage.

Ivan D. Merchant
Bridge Engineer

IDM:ub
cc: Tom Edwards
Fred Klabee
Ed Hunter

NOTED
F. B. KLABEE

RECEIVED
AUG 4 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

U-318(10)
8

STATE COPY STATE FORCES NOT INVOLVED

Contingent upon modification of project agreement if additional G1-funds are required.
Aug 8 1967 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Form A-105—6M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 8

Project Name Vista Ridge Eastbound Tunnel Date August 1, 1967

Highway Sunset Contract No. 6748 F. A. Project No. U-318(10)

County Multnomah Prefix 26-1053 Account No. 230-08

Description of Work To Be Done: Furnish and install one 3/4" water meter

This work has not started.

Location by Station Numbers: 58' Lt. TEB 29+25 or NW Cor. of S.W. Cable St. & Mill St. Terrace.

Estimate of Quantities and Costs: 3/4" meter and service . . . . . .$ 105.00

NOTED
F. B. KLABOE

Explanation: Water service for tunnel control room. City of Portland to furnish and install water meter. Cost of work is as per city estimate.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,804,718.62	
Present estimate of project cost, including $ 105.00 for work under this order	$4,629,084.53	
Expected under-run / over-run (amount) UNDER . . .	$ 175,634.09	
Expected under-run / over-run (per cent)	3.667	

Submitted by: /s/ William E. Ikola, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear For [redacted], Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt, Asst. Division Engineer

Approved: /s/ L. H. Young [redacted], Office Engineer.

Young 8-28-67

State Printing

U-318(10)

STATE COPY

Form B-208-6M

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 28 1967 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Vista Ridge Eastbound Tunnel — Date July 28, 1967

Highway Sunset — Contract No. 6748

County Multnomah — Prefix 26-1053

Contractor Donald M. Drake Co. & Winston Bros. Co. — F. A. Project No. U-318(10)

Address P. O. Box 791, Portland, Oregon 97207 — Order No. 12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install 3/4" galvanized water line from S.W. Cable St. to control room and install 3/4-inch galvanized stubs in walls No. 4 & 5 planters for future irrigation.

1- Equipment rental rates shall be in accordance with State A.G.C. agreement.
2- Percentages allowed to contractor in accordance with executed contract of this project.

This work was started July 28, 1967.
Prior approval obtained from B.P.R. this same date.

Location by station numbers:

TEB 29+25 to 31+60
TEB 41+65
TWB 40+15

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Material	$100.00
Labor	250.00
Equipment	350.00
Total	$700.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") No provisions were made in contract to provide water service for control room. Irrigation stubs required in planters to avoid future excavation of planter backfill. Contractor's price for doing this work cannot be justified.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,804,718.62
Present estimate of project cost, including $700.00 for work under this order	$4,628,979.53
Expected under-run / over-run amount . UNDER	$175,739.09
Expected under-run / over-run per cent . UNDER	3.66%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Bridge Engineer

Approval Recommended: /s/ Edward L. Hardt, Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

SP-22877-734

STATE COPY

U-318(10)

STATE COPY

Form E-200—634

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are req'd. G1-P
Date JUN 27 1967 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Vista Ridge Eastbound Tunnel — Date July 26, 1967

Highway Sunset — Contract No. 6748

County Multnomah — Prefix 26-1053

Contractor Donald M. Drake Co. & Winston Brothers Co. — F. A. Project No. U-318(10)

Address P. O. Box 791 Fed. Sta. Portland, Oregon 97206 — Order No. Eleven (11)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install Electrical Service to control room as shown on Bridge Division Drawing No. B-245.

1 - Equipment Rental Rates shall be in accordance with State-AGC Agreement.
2 - Percentage allowable to contractor in accordance with executed contract of this project.

This work has not started.

Location by station numbers:

TEB 31+47.5 - 31+68

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Material	$ 500.00
Labor	700.00
Equipment	300.00
Total	$1,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Control room requires lighting and electrical service for recording anemometer. 3" and 4" conduits for future power service to be installed under parking lot and wall to avoid cutting pavement and jacking pipe under wall No. 7. Contractor's price for doing this work cannot be justified.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem office
Project authorization	$4,804,718.62	
Present estimate of project cost, including $1,500.00 for work under this order	$4,628,229.78	
Expected under-run / over-run amount	UNDER $ 176,488.84	
Expected under-run / over-run per cent	UNDER 3.67%	

Submitted by: /s/ William E. Ikola, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, for Bridge Engineer

Approval Recommended: /s/ A. V. Benedict, Ass't. Division Engineer

Approved: /s/ L. H. Young, Assistant State Highway Engineer, Office Engineer.

SP*23077-734

Young 2 S.T.E.

RECEIVED
JUN 26 1967

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS
111 JOHN STREET, NEW YORK, N.Y. 10038 TELEPHONE (212) 233-6300
CABLE: PARKLAP, NEW YORK • TELEX WU 1-2403 • RCA 222 117

ENGINEERS
FOUNDED
IN 1885

U-318(10)

6748

WALTER S. DOUGLAS
ALFRED HIDEFINE
BUSH F. ZIEGENFELDER
WILLIAM H. BRUCE, JR.
JOHN E. EVERSON
ROBERT H. MEADE
SEYMOUR S. GREENFIELD

WILLIAM BARCLAY PARSONS 1885-1932
HENRY M. BRINCKERHOFF 1919-1945
MAURICE N. QUADE 1932-1966

ASSOCIATED CONSULTANTS
EUGENE L. MACDONALD
JOHN O. BICKEL
DONALD C. HYDE
DONALD M. DITMARS
DAVID W. CARMICHAEL

June 22, 1967

Mr. C. H. Maison, Comptroller
State Highway Department
State of Oregon
Salem, Oregon 97310

Re: Sunset Highway Tunnels under Vista Ridge

Dear Mr. Mason:

This is in reference to your letter of June 12, 1967 requiring supplementary information regarding our bill for engineering services on the above project dated June 6, 1967.

Our agreement with the State is divided into two parts; the first of which covers a review of the design prepared by the State and other services during the design phase. You will note from our letter of transmittal dated May 6, 1966, that the bill attached thereto was final for this portion of the services. At that time, the design was completed and had been reviewed by us and the project was advertised for construction.

The second part of our agreement covers services during construction, rendered at the request of the Highway Department. These are reimbursable on a per diem basis in accordance with rates quoted in the agreement. In this phase, the Highway Department may call upon the services of any member of our staff, a partner, or associated consultant whenever the need arises. In April, 1966, Mr. Merchant requested that the writer pay a visit to the project since some unexpected ground conditions had been encountered, making a change in the construction procedure necessary.

NOTED
R. L. PORTER

RECEIVED
STATE HIGHWAY

REFERRED TO
Skoog
C. H. MAISON, Auditor
Discuss this with me

In November, 1966, Mr. Merchant also suggested that the writer pay another visit to the project, which he combined with a trip to San Francisco which he made in connection with the Rapid Transit System there. It is these two trips, reimbursable at the rate of $150 per day plus travel expenses, which the bill dated June 6, 1967 covers. At present, this phase of the contract is still open since the State still has the privilege of calling on our services, if necessary.

I hope this will clarify the matter.

Very truly yours,

Parsons, Brinckerhoff, Quade & Douglas

J. O. Bickel

fh
cc: Mr. I. D. Merchant

Form A-66—1064—12-66

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMI
by

Parsons, Brinckerhoff, Quade & Douglas

111 John Street

New York, New York 10038

This Space for Use of Accounting Division

Date June 26, 1967

Invoice No.

P. O. No.
SP-234-6-734

For services rendered under Agreement dated February 11, 1965, for inspection of the construction of the Sunset Highway Tunnels under Vista Ridge. (Article II, Subsection "H" and Article VIII)

Services Rendered $ 856.20

Charge 26-1963-906 P

APPROVED
W. E. Stacy
ASS'T. CONTROLLER

RECEIVED
JUN 16 1967
COMMISSIONERS
FOR FILING
GORDON HICKS, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
Fred W. Hill, Member
Helix 6748

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
R. L. PORTER

June 12, 1967

Parsons, Brinckerhoff, Quade & Douglas
111 John Street
New York, New York 10038

Attention: Mr. R. E. Nally
Project Engineer

Gentlemen:

Re: Sunset Highway Tunnels Under
Vista Ridge

We have received your billing for services under our agreement dated March 11, 1965, and are in need of additional information before we can process it for payment.

A review of our file on the project disclosed that we had received the final billing dated May 6, 1966, your invoice number 204 (1171 X001). Subsequent to that time, we requested the Bureau of Public Roads to conduct an audit of all costs incurred under this agreement. We received their report in December 1966. Their report did not indicate any additional charges so we processed the final voucher releasing the retainage on the contract.

In order for us to process the current bill, we will need an explanation of why these charges had not been previously billed and why they were not included in the audit report as unbilled costs submitted by the Bureau of Public Roads.

Very truly yours,

C. H. Maison
Controller

VES:bg

cc: R. L. Porter - Referral 5513

RECEIVED
JUN 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS
111 JOHN STREET, NEW YORK, N.Y. 10038 TELEPHONE (212) 233-6300
CABLE: PARKLAP NEW YORK • TELEX WU 1-2403 • RCA 222 117

ENGINEERS
FOUNDED
IN 1885

WALTER S. DOUGLAS
ALFRED HEDEFINE
RUSH F. ZIEGENFELDER
WILLIAM H. BRUCE, JR.
JOHN E. EVERSON
ROBERT H. MEADE
SEYMOUR S. GREENFIELD

REFERRED TO
Mixon
BY DEPUTY STATE HIGHWAY ENGINEER

WILLIAM BARCLAY PARSONS 1865-1932
HENRY M. BRINCKERHOFF 1919-1945
MAURICE N. QUADE 1932-1966

ASSOCIATED CONSULTANTS
EUGENE L. MACDONALD
JOHN O. BICKEL
DONALD C. HYDE
DONALD M. DITMARS
DAVID W. CARMICHAEL

June 6, 1967

Mr. R.L. Porter
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Re: SUNSET HIGHWAY TUNNELS UNDER VISTA RIDGE

Dear Mr. Porter:

Attached are the original and three (3) copies of our bill for professional services rendered during the year 1966. These charges cover reimbursement for Mr. Bickel's trips to the site of the Sunset Tunnel under Vista Ridge. These charges are rendered in accordance with our agreement dated March 11, 1965, Article II, Subparagraph "H".

If there are any questions concerning this matter, please advise.

Please note the change of our address to: 111 John Street, New York, New York 10038.

Very truly yours,

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS

R.E. Nally
Project Engineer

Dict to Grayson 6-8-67

REN:ab
encl.

RECEIVED
JUN 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Department
Salem, Oregon 97310

No. 1339

1171-X001

Attention: Mr. R. L. Porter,
Deputy State Highway Engineer

TO

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS
111 JOHN STREET, NEW YORK, NEW YORK 10038

June 6, 1967

For Engineering Services rendered during the construction stage of the Sunset Highway Tunnels under Vista Ridge in Portland, Oregon, in accordance with our agreement dated March 11, 1965 under Article II, Subparagraph "H".

Per Diem - J. O. Bickel

3 Days @ $150.00 Per Day April 25, April 26 & November 17, 1966			$ 450.00
Travel Expenses			
J. O. Bickel - April 25 & 26, 1966 N.Y. to Portland, Oregon & Return			
Air Travel	$ 326.87		
Local Transportation	17.25		
Hotel & Meals	24.80	$ 368.92	
J. O. Bickel - November 17, 1966 San Francisco to Portland, Oregon			
Air Travel	$ 37.28	37.28	406.20
		AMOUNT DUE	$ 856.20

Form R-306—6M

4

U-318(10)

6748

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date 6/9/66 Title District Engineer
U.S. Bureau of Public Roads

Project Name Vista Ridge Eastbound Tunnel — Date May 24, 1967

Highway Sunset — Contract No. 6748

County Multnomah — Prefix 26-1053

Contractor Drake-Winston, Joint Venturers. — F. A. Project No. U-318(10)

Address P. O. Box 791 Fed. Sta. Portland, Oregon 97207 — Order No. 5-Supplemental #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Relocate approximately 300' of existing 8" sanitary sewer.
1-Equipment Rental Rates shall be in accordance with State-AGC Agreement.
2-Percentage allowable to contractor in accordance with executed contract on this project.

This work has started.

NOTED
F. B. KLABOE

Location by station numbers:

TWB 38+30 to OJ 40+40

Estimate of quantities and cost:

	Original	Supplemental	Total
Labor	$1,870.00	$ 455.00	$2,325.00
Equipment	1,530.00	220.00	1,750.00
Materials	850.00	675.00	1,525.00
TOTALS	$4,250.00	$1,350.00	$5,600.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Excavation costs have exceeded the amount estimated in the original Extra Work Order.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,804,718.62
Present estimate of project cost, including $1,350.00 for work under this order	$4,623,386.74
Expected under-run / over-run amount UNDER . . .	$ 181,331.88
Expected under-run / over-run per cent UNDER . . .	2.77%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, for Bridge Engineer

Approval Recommended: /s/ A. V. Benedict, Ass't. Division Engineer

Approved: /s/ L. H. Young

U-318(10)

STATE HIGHWAY DEPARTMENT

project agreement if additional funds are required.
Date OCT 9 1967 By [illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Vista Ridge Eastbound Tunnel — Date May 24, 1967
Highway Sunset — Contract No. 6748
County Multnomah — Prefix 26-1053
Contractor Drake-Winston, Joint Venturers — F. A. Project No. U-318(10)
Address P.O. Box 791 Fed. Sta. Portland, Oregon 97207 — Order No. 5-Supplemental #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Relocate approximately 300' of existing 8" sanitary sewer.
1 - Equipment Rental Rates shall be in accordance with State-AGC Agreement.
2 - Percentage allowable to contractor in accordance with executed contract of this project.

This work has started.

Oregon Division Endorsement
Approval conditional to following:
Federal fund participation shall be limited to the prorata share of the TOTAL amount shown below plus minor over-runs.

Location by station numbers:

TWB 38+30 to OJ 40+40

NOTED
F. B. KLABOE

Estimate of quantities and cost:

	Original	Supplemental	Total
Labor	$1,870.00	$ 455.00	$2,325.00
Equipment	1,530.00	220.00	1,750.00
Materials	850.00	675.00	1,525.00
Totals	$4,250.00	$1,350.00	$5,600.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Excavation costs have exceeded the amount estimated in the original Extra Work Order.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,804,718.62
Present estimate of project cost, including $1,350.00 for work under this order	$4,623,386.74
Expected under-run / over-run amount .UNDER.	$181,331.88
Expected under-run / over-run per cent .UNDER.	3.77%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. V. Benedict Assistant
Division Engineer

Approved: /s/ L. H. Young
Assistant State Highway Engineer, Assistant Urban Engineer or Office Engineer.

Young 10-12-67

BP*23677-734

RECEIVED
APR 10 1967
SP*23500-724

FOR FILE

1-3H (17)

6748

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 7, 1967

SUBJECT: Vista Ridge Tunnel
Measurement of Air Velocity
and Direction

To: Mr. A. E. Johnson
Metropolitan Engineer
State Highway Department
5821 N.E. Glisan St.,
Portland, Oregon 97213

Attention: Mr. A. V. Benedict

Your letter of December 9th, 1966 enclosed some descriptive literature from the Frank H. Parks Company together with a copy of a letter from that company dated December 7th on wind velocity measuring equipment.

It has now been decided that we desire to install a recording device approximately at the center line of the tunnel to measure wind velocity and direction. Will you please work with this company to the end that arrangements for the installation can be made prior to the pouring of the ceiling. From the literature submitted, it seems to us that the recording device itself should be located in the operator's house at the east end of the tunnel.

This equipment is for a determination as to the future needs for a ventilation system and should be charged to the engineering on the tunnel.

Ivan D. Merchant
Bridge Engineer

IDM:mb
cc: Tom Edwards

POSTED
TOM EDWARDS

RECEIVED
JAN 1 6 1967

Form CD-121
(11-63)
(Prev. Ed. not to be used)
A.G. 500-16)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 9, 1966

In reply refer to: 08-35-DA/439

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Inspection-in-Depth Control No. I-35-66-KID(215)48
Summary Report - Commercial Portland Cement Concrete Plants

During this past year commercial plants furnishing concrete to projects U-318(10), F-135(7), S-128(5), SU-441(6) and I-5-4(54)197 were inspected.

You were furnished copies of each report requesting your comments concerning each.

The materials being produced at all the plants substantially met specification requirements; however, the following items were noted:

1. U-318(10) - It was possible that the practice of making one gradation check a month would not comply with the minimum frequency rate established by your department.

2. F-135(7) - Tests reports on the aggregates used were not in the project file. There was evidence the tests had been made and the reports were available at another project.

3. S-128(5), SU-441(6), I-5-4(54)197 - The scales had not been checked recently and the water meters had not been checked within the memory of the inspectors.

4. None of the plants had cement storage capacity to allow sampling of the cement 12 days before use.

You have indicated corrective action has been taken where needed.

NOTED
LLOYD P. SHAW

REFERRED TO
Materials-Morgan-Young
State Hwy. Engr.
1-12-67

NOTED
A. R. KUHNE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

December 28, 1966

Mr. Eugene K. Oppenheimer
Attorney at Law
Public Service Building
Portland, Oregon 97204

Re: Vista Ridge Eastbound Tunnel
Contract No. 6748

Dear Mr. Oppenheimer:

We have your letter of December 15. The contract for the construction of the Vista Ridge Eastbound Tunnel is held by the Drake-Winston Company and the contract requirements make this company responcible for any damage caused by its tunnelling operations.

The contractor has been notified by telephone and requested to make an examination of the premises to take whatever action he deems necessary under the circumstances. The contractor has taken extreme care in his tunnelling operations to prevent damage and I believe you will find him to be very cooperative.

Thank you for calling this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc/enc. Drake-Winston Company
P. O. Box 791
Federal Station
Portland, Oregon

bc/enc. Forrest Cooper
R. L. Porter
A. E. Johnson

bc Victor D. Wolfe
Ivan Merchant

IDM:mb ja

4573

DEC 19 66
REFERRED TO
Klabon
BY DEPUTY STATE HIGHWAY ENGINEER

EUGENE K. OPPENHEIMER
ATTORNEY AT LAW
PUBLIC SERVICE BUILDING
PORTLAND, OREGON 97204
TELEPHONE 228-1161

REFERRED TO
Admin
BY SECRETARY

December 15, 1966

State Highway Commission
Salem, Oregon

Drake - Winston Company
c/o Donald M. Drake Construction Co.
1600 N. W. Savier Street
Portland, Oregon 97209

Gentlemen:

My cousin Dr. Russell H. Knaufman, et ux, and I live at 1792 S. W. Montgomery Drive (Portland) which premises have been and are the recipient of your blasting operations in connection with your construction of the so-called Canyon Road tunnel.

We are advised that cracks in the concrete, windows and present breaks in the plumbing requiring, among other things, tile flooring to be removed in order to repair the damage, have been caused by your blasting operations.

I will not detail the items at this time. However, the plumbing damage requires immediate attention (among other things, water leaking) and we are proceeding to act accordingly and, therefore, I would like to have your representative (probably an insurance company) contact me as to your disposition in regard to the above matters.

Your prompt attention will be appreciated.

Very truly yours,

E. K. Oppenheimer

EKO:pc

Merchant
RS

RECEIVED
DEC 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 16 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 23 1966
FOR FILING
4-318 (16)
6748

December 22, 1966

Mr. A. P. DiBenedetto, Chairman
Board of Commissioners
West Slope Water District
3105 S. W. 89th Avenue
Portland 25, Oregon

Dear Mr. DiBenedetto:

Re: West Slope Water District Line
Vista Ridge Tunnel Section, Sunset
Highway, Contract No. 6748

I am informed that you no longer desire that we connect up your existing water line in Jefferson Street. I am also informed that you do not wish to buy the materials we have on hand for this hookup.

Under the circumstances, we will dispose of these materials at the best price we can get for them and will expect the West Slope Water District to reimburse the State Highway Department for any loss incurred.

You have also requested that we allow you to reinstall a pipe line in Jefferson Street or Canyon Road at sometime in the future. As far as we are now able to foresee, it will be possible for you to obtain a standard State Highway permit for such a pipe installation. I cannot, however, guarantee that this will be possible for all time. Laws may change and even the character of this highway may change to such an extent that pipe lines will not be allowed in it.

If we can be of any further assistance, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
C. E. Rohde
F. D. Morgan
Ivan Merchant
A. E. Johnson

FBK:srb

Benedict to make personal contact and report. JJK.

NOTED
F. B. KLABOE

WEST SLOPE WATER DISTRICT

WASHINGTON COUNTY, OREGON

3105 S. W. 89TH AVENUE • TELEPHONE 292-2777
PORTLAND 25, OREGON

November 15, 1966

11-16-66
REFERRED TO
Fitzgerald - Merchant - Cox
Rohde, Edwards, Johnson
BY ASST. STATE HWY. ENGR.

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Re: West Slope Water District
Jefferson Street 12-inch
line Sunset Highway

Attention: Mr. F. B. Klaboe

Gentlemen:

As stated in our letter of November 10, the matter of the subject line was discussed at the November 14 Board Meeting.

The District has not reversed its position regarding the Canyon Road Supply Line. It is true that the new 18-inch line from Arlington Heights has been adequate to supply the District during the past summer. However, with the certain growth of population in West Slope, we have no assurance that this will be the case in the future. Accordingly it has been our position all along that the Canyon Road line must be retained in serviceable condition in case the City of Portland is at any time unable to supply our needs from the Arlington source.

Until October 15, we assumed that you were proceeding in accordance with the original plans which provided for installing the West Slope and City of Portland mains directly under the pavement of the rigid frame structure at nominal depth. On or about that date we received your final plan dated August 8, 1966, which was completely at variance with the original plan and called for laying the 12-inch main out side the structure at depths 35 feet or more.

In order to arrive at a solution of the problem, we suggest the following course of action:

At the time the fill at the tunnel portal is being placed, we propose that a 24-inch culvert be laid across the entire fill section at a reasonable depth below finish grade. Later, when not interfering with your contractors' operations, our main can be inserted through the culvert, laying the pipe in the fill slopes in an acceptable manner and connecting to the existing main on both sides of the fill.

Since plans dated August 8, 1966 do not include designs for widening the roadway beyond Sta. 55 + 87.34 we wish to defer discussion of this mater until final plans are received.

Very truly yours,

WEST SLOPE WATER DISTRICT BOARD OF COMMISSIONERS

A. P. DiBenedetto

By: A. P. DiBenedetto, Chairman

APD/jz
cc: Metropolitan Division
State Highway Dept.
5821 N. E. Glisan
Portland, Oregon

RECEIVED
NOV 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 23 1966
FOR FILING
U-EIX (10)
6748

Salem, Oregon 97310
December 22, 1966

Mr. W. H. Haskin
Property Manager
B U I L D I N G

Excess Material, West Slope
Water Line, Vista Ridge
Tunnel Section, Sunset Highway
Contract No. 6748

We have purchased some materials originally intended to be used to re-establish the West Slope Water District's 12-inch line located in Jefferson Street, Portland. After we purchased these materials, the Water District advised us that they no longer desired the hookup to be made as planned and, further, that they had no use for the materials. We will eventually attempt to recover the cost of these materials along with other allied expenses from the Water District.

There are some $1,187.95 worth of materials; $502.40 of this can be returned to the manufacturer at a 25 percent discount and I have instructed Mr. Benedict to handle this portion of the surplus materials this way.

There is also a section of 18-inch corrugated culvert pipe which we can use in some of our other work. We will do so and reduce the cost by that amount. There remains then $589.97 worth of materials that we are not able to dispose of by any other normal methods described above. Mr. Benedict will take control of these materials and store them in a convenient place. It is our desire that you then dispose of these materials at the best price that you can.

I am enclosing a list of the supplies and their approximate cost.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb
Enc.

cc: F. D. Morgan
Ivan Merchant
Frank McKinney (Enc.)
A. V. Benedict

FORM E-20 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
December 5, 1966

SUBJECT: Vista Ridge Eastbound Tunnel
Sunset Highway
Contract: 6748

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

Enclosed is a copy of a statement made up by Mr. Ikola showing materials bought for connecting West Slope Water District's 12-inch main. This material was bought under extra work and the prices do not include the contractor's percentage.

It has been ascertained that the suppliers of couplings, gaskets and bolts will allow this material to be returned to them, less a 25 percent discount.

This is for your information and is an addendum to the Memo to the Files dated December 2 on this subject.

A. E. Johnson
Metropolitan Engineer

By A V Benedict

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh

Enclosure

cc F. D. Morgan (Enc)
William Ikola

RECEIVED
DEC 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER

copy to Hawkins 12-22-66

Approx. Cost for Material Ordered for Installing West Slope Main

M.E.D.
12-2-66

18' of 14 Ga. E.S. Corrugated Pipe @ 5.31/lin ft	=	95.58
Fabrication & Materials Cost for 3 Ells and 3' of 3/16" wall 12" ID pipe — Lump Sum	=	269.50
Coating for 18' 12" ID Pipe @ 156.93/100 lin ft	=	282.47
Coating for Ells @ 2.00/ft² (Approx Area = 19 ft²)	=	68.00
8 Dresser couplings @ 29.20 Ea	=	233.60
40 Rubber Gaskets @ 3.40 Ea.	=	136.00
160 Bolts @ 0.83 Ea	=	132.80
		1,187.95

Supplier of couplings, gaskets, & bolts will take back same @ 25% discount

Discount = 0.25(502.40) = 125.60

Material cost $118795 + 15%
Misc. est. $502.40 with
a 25% discount.

FORM E-30 REM 10-62 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
December 2, 1966

To: MEMO TO THE FILES

SUBJECT: West Slope Water Line
Vista Ridge Eastbound Tunnel
Sunset Highway
Contract: 6748

This office prepared plans for reconnecting 12-inch water line belonging to West Slope Water District in accordance with their letter of September 2, 1966 signed by Mr. A. P. DiBenedetto. This plan was transmitted to the District on October 13, 1966. The District's letter of November 15, 1966 indicated that they were opposed to any connection leaving their remaining line under heavy fill. On Friday, November 18, 1966, Mr. Carl Green, Engineer, and Mr. Blackwell, Superintendent for the Water District, met in my office to clarify any misunderstanding. They indicated the District was no longer interested in the connection, but would not commit themselves until after a Board meeting scheduled for Monday evening, November 21. Mr. Blackwell was to call the next morning.

The writer was absent from November 23 to November 30, inclusive. Wednesday, November 23, Mr. Hardt called Mr. Blackwell for an answer, as the contractor could wait no longer without being delayed. Mr. Blackwell stated that the Board meeting had been held November 22 instead of 21, and that they did not want the connection made. The contractor proceeded with his work and the connection can no longer be made under the rigid frame footing as planned.

Thursday morning, December 1, I called Mr. Blackwell and he came to my office in the afternoon. He confirmed that the District did not want the 12-inch line connected at the present time, but that they did want written assurance that they would be permitted to install a line after the fills were completed, if they chose to do so. This is what they had in mind in their letter of November 15, 1966. I told Mr. Blackwell that a line could be installed later under standard permit regulations at a location to be worked out with the District Maintenance Superintendent. In response to a question, Mr. Blackwell stated that the District would have no use for the supplies we bought

Duane & Carl through Hawkins at last min. to call off. TBK.

copy to McKinney 12.22.66

for the connection, as they no longer use this type of pipe.

I attempted to call Mr. Klaboe, but was informed he would be out of the office until Monday. Any further action in this matter will await a discussion with Mr. Klaboe.

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh
cc F. B. Klaboe
Ivan D. Merchant
F. D. Morgan
William Ikola

RECEIVED
DEC 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS
ENGINEERS

FOUNDED BY WILLIAM BARCLAY PARSONS IN 1885

NEW YORK • SAN FRANCISCO

WILLIAM BARCLAY PARSONS 1885-1932
HENRY M. BRINCKERHOFF 1919-1945

MAURICE N. QUADE
WALTER S. DOUGLAS
ALFRED HEDEFINE
RUSH F. ZIEGENFELDER
WILLIAM H. BRUCE, JR.
JOHN E. EVERSON
ROBERT H. MEADE
SEYMOUR S. GREENFIELD

ASSOCIATED CONSULTANTS
JOHN O. BICKEL
EUGENE L. MACDONALD

165 BROADWAY, NEW YORK, N. Y. 10006
TELEPHONE BEEKMAN 3-6300

November 28, 1966

Oregon State Highway Department
Salem, Oregon

Attention: Mr. Ivan Merchant, Bridge Engineer

Re: Vista Ridge Tunnel, Portland, Ore.
Interstate Bridge #9103

Gentlemen:

On November 17, 1966 the writer visited the above project together with Mr. Ivan Merchant and engineers of the Portland District of the Oregon State Highway Department.

At the time of this inspection, the contractor had completed the side headings and concrete sidewalls of the eastbound tunnel and had advanced the top heading and installed the steel set roof supports for a distance of about 600 feet from the east portal. He had excavated the west portal area for both tunnels and was erecting the rigid concrete arches and retaining walls at the west end of the eastbound tunnel. The excavated slopes are standing well, in spite of their steep slope and the contractor had covered all faces with plastic sheets to protect them against rain. The last two of the caisson supports for the north retaining wall of the westbound tunnel were under construction, the others were completed.

After the remaining three sections of the south retaining wall at the west end are poured, the space behind them will be backfilled immediately to protect the slope of the excavation.

The overbreak in the top heading seems well within the limits to be expected in the lava formation, which is bedded horizontally and somewhat blocky. A maximum of 5 to six feet was observed in a few locations in the

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS ENGINEERS 1885

NOTED
IVAN D. MERCHANT

crown. All sets are installed properly and the rock is well blocked. No signs of excessive stress in blocking or sets were observed. Careful placing of concrete will be required to fill the space against the rock and thorough grouting must be done to avoid voids remaining behind the lining.

The quality of the work shows that the contractor is competent and is proceeding with the care a project of this type requires, and that capable supervision is performed by the Highway Department's engineers and inspectors.

Yours very truly,

Parsons, Brinckerhoff, Quade & Douglas

J. O. Bickel

fh

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
DEC 2 - 1966
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

Form E-208—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon [illegible] of
[illegible]
Date [illegible]

Project Name Vista Ridge Eastbound Tunnel — Date November 15, 1966

Highway Sunset — Contract No. 6748

County Multnomah — Prefix 26-1053

Contractor Donald M. Drake Co. & Winston Bros. Co. — F. A. Project No. U-318(10)

Address P.O. Box 791 Federal Sta., Portland, Ore. 97207 — Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct thrust blocks for City of Portland 16" water main.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowable to contractor in accordance with executed contract for this project.

This work has not started.

Location by station numbers:

OJ 47+73 and 47+85

RECEIVED
DEC 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor	$340.00
Equipment	40.00
Materials	110.00
Total	$490.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

City of Portland 16" water main was realigned to avoid conflict with Wall 13 and the OJ monolithic sewer. This requires the installation of two 45° fittings and the necessary thrust blocks.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,804,718.62
Present estimate of project cost, including $490.00 for work under this order	$4,669,798.76
Expected under-run / over-run amount UNDER	$ 134,919.24
Expected under-run / over-run per cent UNDER	2.813

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. V. Benedict, Assistant Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

SP*8291-734

Young 12-22-66

NOV 3 1966

Benedict to make personal contact and report. JJK.

WEST SLOPE WATER DISTRICT

WASHINGTON COUNTY, OREGON

3105 S. W. 89TH AVENUE • TELEPHONE 292-2777
PORTLAND 25, OREGON

November 15, 1966

11-16-66
REFERRED TO
Litchfield - Merchant - Cox
Rohde, Edwards, Johnson
BY ASST. STATE HWY. ENGR.

U-318 (10)
6745

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Re: West Slope Water District
Jefferson Street 12-inch
line Sunset Highway

Attention: Mr. F. B. Klaboe

Gentlemen:

As stated in our letter of November 10, the matter of the subject line was discussed at the November 14 Board Meeting.

The District has not reversed its position regarding the Canyon Road Supply Line. It is true that the new 18-inch line from Arlington Heights has been adequate to supply the District during the past summer. However, with the certain growth of population in West Slope, we have no assurance that this will be the case in the future. Accordingly it has been our position all along that the Canyon Road line must be retained in serviceable condition in case the City of Portland is at any time unable to supply our needs from the Arlington source.

Until October 15, we assumed that you were proceeding in accordance with the original plans which provided for installing the West Slope and City of Portland mains directly under the pavement of the rigid frame structure at nominal depth. On or about that date we received your final plan dated August 8, 1966, which was completely at variance with the original plan and called for laying the 12-inch main out side the structure at depths 35 feet or more.

In order to arrive at a solution of the problem, we suggest the following course of action:

At the time the fill at the tunnel portal is being placed, we propose that a 24-inch culvert be laid across the entire fill section at a reasonable depth below finish grade. Later, when not interfering with your contractors' operations, our main can be inserted through the culvert, laying the pipe in the fill slopes in an acceptable manner and connecting to the existing main on both sides of the fill.

Since plans dated August 8, 1966 do not include designs for widening the roadway beyond Sta. 55 + 87.34 we wish to defer discussion of this mater until final plans are received.

Very truly yours,

WEST SLOPE WATER DISTRICT BOARD OF COMMISSIONERS

A. P. DiBenedetto

By: A. P. DiBenedetto, Chairman

APD/jz
cc: Metropolitan Division
State Highway Dept.
5821 N. E. Glisan
Portland, Oregon

NOTED
JOM EDWARDS

RECEIVED
NOV 18 1966
OFFICE OF

RECEIVED
NOV 10 1966
FOR FILING

November 9, 1966

Mr. A. P. DiBenedetto, Chairman
Board of Commissioners
West Slope Water District
3105 S. W. 89th Avenue
Portland, Oregon 97225

Dear Mr. DiBenedetto:

Re: West Slope Water District
Jefferson Street 12-inch line
Sunset Highway

Your letter to the State Highway Department dated October 24 has been handed to me for reply.

A review of our file indicates that our plans for the above project have been well known to you since before June 1965.

On August 11, 1965, a meeting was held between the District and representatives of the Highway Department involving this same subject. Please note Mr. Edward C. Larkin's letter to Mr. Forrest Cooper dated August 13, 1965, and my reply of August 26, 1965.

At said meeting it was determined that you would relocate and reroute your 12-inch Jefferson Street line with a new 16-inch line from Arlington Heights. In addition, the District was then to bring a declaratory judgment suit against the Highway Department to determine who was responsible for the cost of relocating and rerouting said line. The increase in the size of the main, as well as its area of relocation, was a decision made solely by the District for the purpose of eliminating any possible conflict with highway construction.

While perhaps Mr. Larkin's letter did not specifically mention the abandonment by the District of the 12-inch Jefferson Street line, I am certain there was no one in attendance at the meeting who had any doubts that once the 16-inch line was in operation it would replace the Jefferson

Street line, and that said line would be abandoned due to the District's claim that it could not be operated or maintained under the highway fill.

If I read your letter correctly, the District has now completely reversed its first decision to abandon the Jefferson Street line upon the completion of the replacement 12-inch line, and it has also reversed its second plan for reconnecting the existing Jefferson Street line in its present location. It now appears that the District wants the Highway Department to completely relocate the existing Jefferson Street line outside the slopes of the fill. This places the whole situation back to the same place we started almost a year and one-half ago.

Even though the District now has its new main in full operation, it is apparently again informing the Highway Department that our plans conflict with the 12-inch Jefferson Street line, and that it is up to the Highway Department to change its plans or relocate the 12-inch line. At your request the Department has made plans and has purchased supplies to reconnect the line in place in accordance with your letter of September 21, 1966. In view of your letter, it now appears that in order to complete the highway construction the District must make certain immediate decisions as follows:

1. Does the District wish to have the Highway Department reconnect the existing 12-inch Jefferson Street line in accordance with the present plans, as per your request? If the Highway Department reconnects this line it will, of course, look to the District to recover its costs.

2. Does the District wish to abandon the 12-inch line and, if so, does the District wish to salvage its 12-inch pipe or abandon it? If the District wishes to salvage its pipe, it should immediately commence its removal.

3. Does the District wish to relocate its 12-inch main in Jefferson Street or on private easements outside the fill slopes? If it wishes to relocate this line outside the fill slopes, then it should commence this work immediately and avoid being responsible for any State contractor's claims against the State for delay.

If the District wishes to again relocate its line in the Jefferson Street area, then please advise us of your plans so we can, if necessary, make minor adjustments in our reconnection plans. As mentioned, the State has already ordered the necessary connections in accordance with your letter of September 2, 1966, and the contractor is anticipating using the same for a reconnection within the next few days. Reimbursement for such reconnection will, of course, be required from the District.

With respect to the Department condemning your facility without compensation, you have been well aware since the commencement of the project that your line is on public right-of-way under the terms of a permit, requiring its relocation when required, and that the District has no vested property right to remain at its present location.

Our position is now and has always been that if you do not wish a reconnection and desire to abandon your line and salvage the pipe, you are welcome to remove the same. If you determine the cost of salvage exceeds the value of your pipe, then, of course, you can elect to leave it in place.

In conclusion, I must again request that you please advise me immediately if you want the State to proceed with making the reconnection of the 12-inch line in accordance with the present plans and the materials which were purchased at your request. An immediate reply is necessary in order to avoid delay on the part of the State's contractor.

In addition, I should also mention that in the event you desire the 12-inch Jefferson Street line reconnected and it should subsequently fail and do any damage to the reconstructed highway, the Highway Department will look solely to the District for such damage, since there appears to be no question that the District has had ample time in which to relocate its Jefferson Street line outside the fill slopes, or abandon the same.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Kiebe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. D. Morgan
G. E. Noble
I. D. Merchant
A. E Johnson

FCMcK:ks bg

REFERRED TO
Klein
BY DEPUTY STATE HIGHWAY ENGINEER

CERTIFIED
No. 763326
MAIL

4304

OCT 26 66

WEST SLOPE WATER DISTRICT

WASHINGTON COUNTY, OREGON

3105 S. W. 89TH AVENUE • TELEPHONE 292-2777
PORTLAND 25, OREGON

October 24, 1966

REFERRED TO
Admin
BY SECRETARY

10-31-66
cc: McKenney } to Klein
Telford
Morgan
Burkhard

RECEIVED
NOV 1 1966
LEGAL & RIGHT OF WAY

State Highway Department
Salem, Oregon

Gentlemen:

This refers to your letter of October 13 and to plan and profile "Vista Ridge E. Bound Tunnel Section - Sunset Section - Sunset Freeway - showing location of West Slope 12" water main" dated 8-8-66, just received in this office.

Clip
11-7

In the area of the rigid frame structure through which old Jefferson Road traffic is to pass, the plan provides for work which will apparently result in a fill of 25 to 30 feet of cover over our pipe line, and beyond the rigid frame structure there will be cover of approximately 40 feet.

It will be impossible, after highway construction is completed, ever to reach the pipe line for any repair or maintenance purposes. In effect, by this type of construction, the State Highway Department would condemn the facility without compensation for the taking. It would render the entire Canyon Road Supply Line both unusuable and un-maintainable.

We regret that we cannot accept the plan and profile as submitted.

Very truly yours,

WEST SLOPE WATER DISTRICT

A. P. DiBenedetto

A. P. DiBenedetto, Chairman
BOARD OF COMMISSIONERS

APD:ef
CC: Metropolitan Division - Attn. Mr. R. H. Rumbolz
Oregon State Highway Dept.
5821 N. E. Glisan Street
Portland, Oregon

RECEIVED
OCT 25 1966
STATE HIGHWAY ENGINEER

RECEIVED
OCT 25 1966
OREGON
STATE HIGHWAY COMMISSION

FORM FS-133

COMMISSIONERS
GLEN JACKSON, CHAIRMAN
FOND
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

47-1-3

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N.E. Glisan
Portland, Oregon 97213

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

October 13, 1966

Mr. A. P. DiBenedetto, Chairman
West Slope Water District
3105 S. W. 79th Avenue
Portland, Oregon 97225

re: 12-Inch Pump Line on
Jefferson Road

Dear Mr. DiBenedetto:

Attached for your information you will find two prints of our proposed plan for replacement of your 12-inch pump line in Jefferson Road which was cut in the course of Sunset ~~Highway~~ construction west of the new tunnel. This is in accordance with your letter dated September 2, 1966. Specifications mentioned in your letter have not been received. I have discussed the reinstallation with Mr. Carl Green, and believe we are in agreement.

Included herewith are some preliminary cross-sections which show the approximate original position of your pipe line with relation to highway facilities. The relocation plan is based on a field check on the actual position of the pipe at the proposed connection points. Position of the pipe thru the structure has been adjusted vertically and horizontally to clear footings and necessary drain pipes.

We propose to use two 45° welded elbows (three section) and one 15° elbow (two section). Thrust blocks for the 45° elbows will be 2 ft x 3 ft concrete blocks approximately 18 inches thick to resist a thrust of 12,000 pounds, as indicated in Mr. Green's letter of September 12, 1966. The block at the 15° bend will be approximately half as large. The supporting material will be thoroughly tamped, rocky material, so these blocks should be adequate.

It is expected that the contractor will start relaying this pipe as soon as backfill over the monolithic sewer has progressed to the proper point. We assume that

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OCT 28 1966
OFFICE
STATE HIGHWAY ENGINEER

your people will do any testing and chlorinating required. Please work with Mr. William E. Ikola, our Resident Engineer, so that operations may be coordinated in the best interests of all. Mr. Ikola's phone number is 235-8911, Ext. 70.

Very truly yours,

A. E. Johnson
Metropolitan Engineer

by

ORIGINAL SIGNED BY A. V. BENEDICT

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh

cc Ivan D. Merchant
F. D. Morgan
William Ikola

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OCT 26 1966
FOR FILING

October 25, 1966

1124

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Inspection-in-Depth on Commercial Portland Cement Concrete Batch Plants, Vista Ridge Tunnel Section, Project U-318 (10)

There is little to comment on regarding this Inspection-in-Depth Report as no major deficiencies were found to exist.

Your report did recommend additional occasional check tests on gradation of the aggregates be performed as necessary and, especially, if periods of heavy construction are encountered. We agree that this is good procedure and our past instructions in the training classes have stressed this phase not only in P.C.C. but in any such line of work.

A copy of your report is being forwarded to the Metropolitan Division and calling to their attention your recommendations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. M. Young
A. E. Johnson (Enc.)

JHW:sg srb

35-66-EID(21)27

FORM FR-33D (REV. 10-68) cc: OSHD(Klobes) Admin Mgr
Region (3) R. Nichols, Area Engr
Wash DC thru Region
File 432

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION IN-DEPTH REPORT (PPM 20-6.1)

saf

(Check appropriate one) ☐ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Multnomah	U-328(10)

DATE OF INSPECTION	PHASE(S) INSPECTED
8-4-66	Commercial Portland Cement Concrete Plant

INSPECTION MADE BY
R. A. Nichols, Area Engr
G. S. Stone, Asst Area Engr
R. Nelson, Engr Trainee

IN COMPANY WITH
Steve Jones, Regional Office Trainee
William Maltby and George Bradshaw, OSHD

REPORT PREPARED BY
R. Nelson, Engineer Trainee

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☐ BASE ☐ PAVING ☐ MAJOR STRUCTURES ☒ OTHER (Specify) Tunnel

CONTRACTOR (Name and address)
Donald M. Drake Company and Winston Bros. Company
P.O. Box 791, Federal Station
Portland, Oregon 97207

CONTRACT AMOUNT
$ 4,181,131

PROJECT STATUS (% comp.)
22%

LOCATION
Vista Tunnel in the SW. section of Portland, Oregon. The beginning of the project is at Sta. 22+50 at SW. 16th Avenue and extends westerly to Sta. 80+00 on SW. Canyon Road at SW. Jefferson Road.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION. (Part of a Statewide Inspection-in-Depth)

VISTA RIDGE EASTBOUND TUNNEL SECTION
SUNSET HIGHWAY
Tunnel, Structures, Grading, and Paving

SCOPE OF INSPECTION

This inspection of the Ross Island Premix Concrete Plant in Portland is the first of a series of Statewide inspections-in-depth on commercial Portland cement concrete plants. The inspection followed a prepared guideline which was completed and is on file in the Division office.

The inspection was limited to a review of the adequacy of the producer's equipment and the State's quality control measures. Operations at the project site were not reviewed during this inspection.

No major deficiencies were noted during this inspection.

(more)

EDITION OF (8-64) IS USABLE

FINDING

Class A concrete aggregates are sampled and tested for compliance with specification requirements once each month. The samples are obtained at the aggregate processing plant.

RECOMMENDATION

It is recommended that occasional gradation check tests be performed on aggregate samples obtained at the batch plant. These samples will serve as a check on possible segregation which may occur during the stockpiling and subsequent rehandling of the aggregates.

It should also be noted that during heavy construction periods more than one gradation check test per month may be required to attain compliance with the minimum prescribed gradation testing frequency as specified in the "Field Job Control Manual of Instructions." For this reason, batch plant inspectors in the Metropolitan division should keep an accurate up-to-date record of the quantity of concrete aggregate used during each month. This record will facilitate a periodic comparison of the actual aggregate gradation testing frequency with the required gradation testing frequency.

GENERAL

Overall, it is felt that the quality of concrete being produced by this batch plant is satisfactory. The quality control measures utilized by project personnel are adequate, with the possible exception of the frequency of testing.

Form 2-300—6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are [illegible].
Bid 2 low G 1-N
U.S. Bureau of Public Roads

Project Name Vista Ridge Eastbound Tunnel — Date October 12, 1966

Highway Sunset — Contract No. 6748

County Multnomah — Prefix 26-1053

Contractor Donald M. Drake Co. & Winston Bros. Co. — F. A. Project No. U-318(10)

Address P. O. Box 791, Federal Station, Portland, Oregon 97207 — Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Chip back the face of a concrete sill as necessary to correct the alignment of the sill at a construction joint. Work also includes chipping the edge of the concrete lip located on top of the sill in areas of the tunnel rib seats.

1 - Equipment rental rates shall be in accordance with State-AGC agreement.
2 - Percentages allowable to contractor in accordance with executed contract for this project.

This work has not started.

Location by station numbers:

23 ft. left of TEB 38+35

Estimate of quantities and cost:

Labor	$650.00
Equipment	145.00
Materials	25.00
Total	$820.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The face of the concrete sill was cast 4½ inches out of line at a construction joint due to an engineering error in setting the alignment control points. In order to correct the alignment, the face of each sill section on both sides of the joint will require chipping.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,804,718.62
Present estimate of project cost, including $820.00 for work under this order	$4,664,304.22
Expected under-run amount	$ 140,414.40
Expected under-run per cent	2.92%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. V. Benedict, Assistant Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer or State Highway Engineer or Office Engineer.

11-3-66

State Printing

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SEP 6 - 1966
FOR FILING

Form CD-121 (11-63) (Prec. by A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6748

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 31, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project U-318(10)
Vista Ridge Eastbound Tunnel Section
Portland General Electric Company Utility Adjustment

Returned herewith is a copy of State Force Order No. 6 submitted with Mr. Young's August 24, 1966 letter. Our nonparticipating concurrence is indicated thereon. The order should be appropriately recoded.

The procedure of approving State Force Orders for participating utility adjustments has not been utilized for a number of years since such a procedure does not meet the requirements of PPM 30-4. Furthermore, the necessary certification regarding the utility's title to a compensable real property interest as required by Instructional Memorandum 30-2-66 is not included.

We understand that it is not your policy to request ABC fund participation in utility adjustments involving costs less than $5,000.

Enclosure

REFERRED TO
By Asst. State Hwy. Engr
9-1-66

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SEP 1 1966
OFFICE
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

NONPARTICIPATING CONCURRENCE
Date 7/18/1966 By T. Dec.
Title Eng. Coordinator
U.S. Bureau of Public Roads

Form A-106—SM

STATE FORCES NOT INVOLVED

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

G1-P

APPLYING TO CONTRACT PROJECTS

Order No. 6

Project Name Vista Ridge Eastbound Tunnel Section Date August 12, 1966

Highway Sunset Contract No. 6748 F. A. Project No. U-318(10)

County Multnomah Prefix 26-1053 Account No. 285-06

Description of Work To Be Done: Move power pole belonging to Portland General Electric (Pole No. 329). Work to include moving Pacific Power & Light facilities on pole.

This work started July 18, 1966

Location by Station Numbers:

TEB 42+50 to 43+00

Estimate of Quantities and Costs: Work to be performed by P.G.E.

Material	$ 497.45
Stores Exp.	49.75
Labor	3,120.00
Overhead (20%)	733.45
	$4,400.65
Less Salvage	165.60
TOTAL	$4,235.05

Billing to be on actual cost basis.

Explanation: This pole was moved to an approved location in March 1966 for the construction of this project. Re-design of retaining wall No. 3, necessitated by unexpected subsurface conditions, placed the pole too close to a steep high cut bank. Workmans Compensation Board ordered pole moved July 12, 1966.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,804,718.62
Present estimate of project cost, including $4,235.05 for work under this order	$4,661,894.22
Expected under-run / over-run (amount) . UNDER . .	$142,824.40
Expected under-run / over-run (per cent) UNDER . .	2.97%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola, Resident Engineer

Approval Recommended: /s/ A. A. Rear, Construction Engineer or for Bridge Engineer

Approval Recommended: /s/ A. V. Benedict, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

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AUG 29 1966

FOR FILING SP*23800-734

U-318 (10)

6748

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
August 25, 1966

MEMO TO THE FILES

To:

SUBJECT: Vista Ridge Eastbound Tunnel
Sunset Highway
Contract: 6748

To expedite installation of a temporary hook-up for the West Slope water main, if required, it was anticipated that reconstruction of the Tanner Creek sewer would start at the north end. Actually, excavation of the first section of sewer has been made at the south end.

In excavating for the "OJ" line rigid frame structure, the contractor found that he would have to shore the slopes to keep the present Canyon Road from caving off into his excavation. This work is still underway and excavation for the rigid frame has not been completed.

Because of this shoring work, the sewer subcontractor is working at the south end where the site is available to him.

A. E. Johnson
Metropolitan Engineer

By ORIGINAL SIGNED BY A. V BENEDICT

A. V. Benedict
Assistant Metropolitan Engineer

AVB:mh

cc F. B. Klaboe
F. D. Morgan
Ivan D. Merchant
William Ikola

RECEIVED
STATE

Form E-200—R&M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date Aug 1-P 1966
for Dist. Engineer
U.S. Bureau of Public Roads

Project Name Vista Ridge Eastbound Tunnel Date August 9, 1966

Highway Sunset Contract No. 6748

County Multnomah Prefix 26-1053

Contractor Donald M. Drake & Winston Bros. Co. F. A. Project No. U-318(10)

Address P.O. Box 791, Federal Sta. Portland, Ore. 97207 Order No. 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Special handling of four tunnel ribs for the installation of strain gauges including standby time while initial readings are taken prior to the blocking of ribs.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentages allowable to contractor in accordance with executed contract for this project.
3. This work started on August 2, 1966.

Location by station numbers:

TEB 32+00±, 36+50± and 40+45±

Estimate of quantities and cost:

Labor	$620.00
Equipment	65.00
Total	$685.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") The installation of strain gauges on tunnel ribs requires the use of contractor's equipment to position and block up ribs to facilitate mounting the gauges. Tunnel operations will be delayed during the time when initial, no load readings are taken. Since the amount of delays and handling time is intangible, the contractor would not quote a lump sum price for work involved. This work is classified as engineering and the costs charged to this order will be transferred to the engineering account at the completion of the project.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,804,718.62	
Present estimate of project cost, including $685.00 for work under this order	$4,657,659.17	
Expected under-run amount	$147,659.17	
Expected under-run per cent	3.06%	

Submitted by: /s/ William E. Ikola, Resident Engineer

Approval Recommended: /s/ A. A. Rear, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. V. Benedict, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

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AUG 11 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

U-318(10)

6748

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 5, 1966

Mr. J. O. Bickel
Parsons, Brinckerhoff, Quade & Douglas
25 Maiden Lane
San Francisco, California 94108

Subject: Vista Ridge Tunnel
Contract No. 6748

Dear John:

Your letter of August 1st indicates that you are going to enjoy the beauties of Hawaii and Switzerland until about the middle of October. I do hope that your holiday on the continent is enjoyable.

Good progress is being made on the Vista Ridge Tunnel; however, it will be some time before construction on the west end of the TEB and TWB lines has progressed to a point which would warrant your inspection. I believe that you should plan on being in Portland around the middle of October as at that time, there should be several items of tunnel work in various stages of completion and ready for your inspection.

At the present time, approximately 50% of the sills have been poured and the contractor contemplates starting his top heading excavation about the 15th of August. Since your last inspection trip, foundation conditions on the west end have changed somewhat. Because of the poor quality of rock, it has been necessary to revise Wall No. 3 to a conventional "L" shaped retaining wall, eliminating the stress rods. This wall is now in the process of construction.

The south wall of TEB will be in rock; however, the north wall of TEB will be on 12" bearing piling rather than the 4' diameter caissons as proposed previously. This is because it was felt that we could not drill the caissons through the talus material which had been exposed through excavation in this area.

The south footing of TWB will be on rock rather than caissons as proposed at the time of your last inspection and it is believed that caissons under the north wall of TWB can be installed

as shown on the plans.

When you return from your European trip in October, please give me a ring from San Francisco and at that time, we can arrange for a time for your next inspection.

Sincerely yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
cc: Tom Edwards
A. E. Johnson

RECEIVED
OCT 1966
OFFICE
STATE HIGHWAY

Form E-208—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date 1-3-1966 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Vista Ridge Eastbound Tunnel Date August 4, 1966

Highway Sunset Contract No. 6748

County Multnomah Prefix 2E-1053

Contractor Donald M. Drake & Winston Bros. Company F. A. Project No. U-318(10)

Address P.O. Box 791 Federal Sta., Portland, Oregon 97207 Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct Special Inlet as detailed on attached Drawing No. RE-5.

1. Maximum equipment rental rates allowable as per AGC agreement.
2. Percentage allowed contractor in accordance with executed contract for the job.

This work started July 25, 1966
Tentative approval obtained from BPR

Location by station numbers:

TEB 41+39

Estimate of quantities and cost:

Labor	$ 175.00
Material	75.00
Total	$ 250.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Redesign of retaining wall No. 3 necessitated moving inlet inside portal structure and constructing special inlet to provide adequate drainage capacity. Contractor's price for doing work under price agreement cannot be justified.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,804,718.62	
Present estimate of project cost, including $250.00 for work under this order	$4,656,974.17	
Expected under-run amount	$147,744.45	
Expected under-run per cent	3.07%	

Submitted by: /s/ William E. Ikola, Resident Engineer

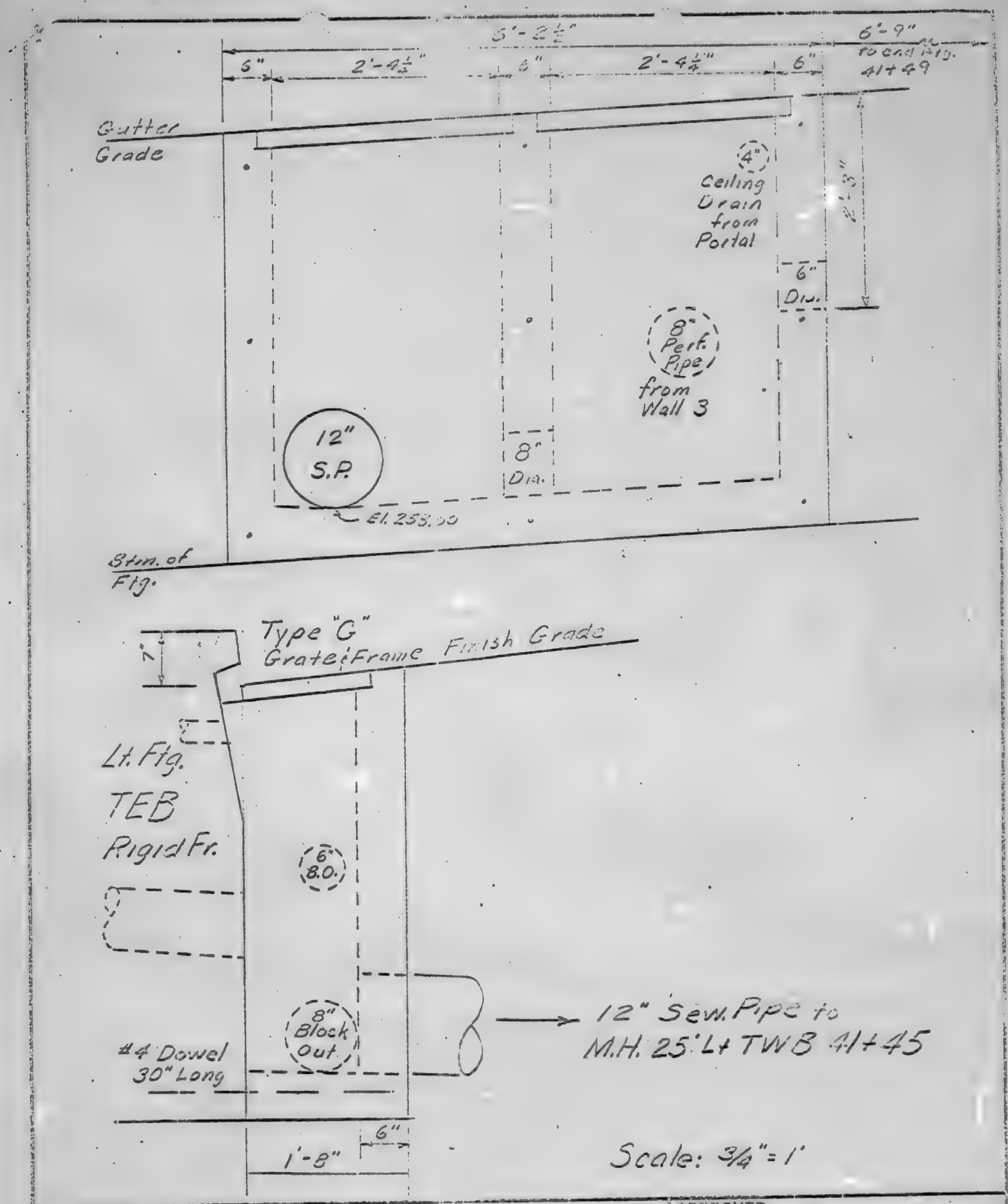
Approval Recommended: /s/ Alfred A. Rear, Asst. Bridge Engineer

Approval Recommended: /s/ A. V. Benedict, Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

SP*0201-734

young 9-1-66



OREGON STATE HIGHWAY DEPARTMENT
METROPOLITAN DIVISION

APPROVED: [illegible]

VISTA RIDGE E.B. TUNNEL

Special Inlet

BRIDGE NO. 9103

DATE July 19, 1955 DRAWING NO. [illegible]

Form 2-906—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
July 19 1966 Dist. Engineer
U.S. Bureau of Public Roads

Project Name Vista Ridge Eastbound Tunnel Section Date July 27, 1966

Highway Sunset Contract No. 6748

County Multnomah Prefix 26-1053

Contractor Donald M. Drake Co. & Winston Bros. Co. F. A. Project No. U-318(10)

Address P. O. Box 791 Federal Sta. Protland, Oregon 97207 Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Trim 128 ft. length of retaining wall excavation slope to a slope not greater than ½:1 and install protective wire mesh.
1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowable to contractor in accordance with executed contract for the project.

Prior tentative approval obtained from the Bureau of Public Roads.

Location by station numbers:

TEB Left Curb Line 41+49 to 42+77

Estimate of quantities and cost:

Labor	$ 1,725.00
Equipment	4,665.00
Material	1,300.00
TOTAL	$ 7,690.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Redesign of retaining wall No. 3 necessitated re-excavation of a portion of original construction slope to a nearly vertical cut in loose talus material. This slope was ordered trimmed to a slope flatter than ½:1 by the Accident Prevention Division of State of Oregon Workmens Compensation Board before workmen would be allowed in the area. All additional slope excavation and slope protection required behind the 128 ft. long redesigned wall section is

(OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,804,718.62
Present estimate of project cost, including $7,690.00 for work under this order	$4,782,163.32
Expected under-run ~~over-run~~ amount	$ 22,555.30
Expected under-run ~~over-run~~ per cent	0.47%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Harry W. Oswald Asst. Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for Construction Engineer or Bridge Engr

Approval Recommended: /s/ A. V. Benedict Asst. Division Engineer

Approved /s/ L. H. Young
~~Reviewed~~ State Highway Engr
~~Salem~~ Office Engr

State Printing

Prime 8-25-66

the responsibility of the State by previous agreement with the contractor. In as much as unit prices for additional excavation and slope protection under a price agreement would be difficult to substantiate, performing the work under force account appears the most equitable.

RECEIVED
AUG 11 1966
OREGON DIVISION

RECEIVED
JUL 27 1966
FOR FILING

U-318(10)

6748

July 26, 1966

Mr. A. W. Forscue
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Project U-318(10)
Vista Ridge E. B. Tunnel Section
(Contract 6748)

Dear Sir:

We will delete the remaining $7,500 State Force seeding and mulching work presently included in the Project Agreement Estimate of January 21, 1966 for Project U-318(10). No further State Force Orders for seeding and mulching on this project will be submitted for your approval as participating cost.

The above stated deletion of State Force seeding and mulching from a specific Federal-Aid project fulfills the requirement of the second paragraph of your Memorandum of July 15, 1966 (08-35-DA) Subject - "Permanent Pavement Striping - SFO 48, I-80N-7(13)320 and SFO #2, I-80N-7(18)341.

We are herewith resubmitting for your approval SFO 48, I-80N-7(15)32, Ozmen - Bubbs Ranch Section and SFO #2, I-80N-7(18)341, Lime - Malheur County Line Section, covering Permanent Pavement Striping for a combined estimated total cost of $3,823.50.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

RNC:cl
cc: Morgan
Maison
Gallagher
Swan
Chase

RECEIVED
JUL 26 1966

FOR FILING

11-216 (11)

6748

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
July 21, 1966

copy
REFERRED TO
Rohde
BY ASST. STATE HWY. ENGR.
7-26-66

SUBJECT: Vista Ridge E. Bd. Tunnel
Sunset Highway
Contract: 6748

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

NOTED
F. B. KLABOE

In response to your instructions, Jack Hesla and I called on Mr. Ray Grefe of West Slope Water District on Tuesday, July 19th to acquaint them with our problem at the West end of the tunnel and explain the delay in starting work which would permit temporary relocation of the West Slope Water Main over the monolithic sewer section. Mr. Carl Green was with Mr. Grefe.

Due to cool weather, they have not yet had any high daily peaks, but water consumption has exceeded any previous year for each month since March. Asked if they now felt confidence in the City's ability to supply water, they stated that they did not. The City has only cut them off the one time, when they were refilling their reservoir, but they think this will happen again if the weather turns hot. They concede that if watering restrictions are applied, they will apply equally to all users on the Arlington reservoir.

I agreed to have our people find a route for a temporary line, clear of construction on the "J" line, and furnish Mr. Green a plan and profile. He will indicate necessary thrust blocks and air valves. This is in the event we have to construct a temporary line on short notice.

Asked if the West Slope Water District would want the water line re-established on a permanent basis, Mr. Grefe said he thought they would. He said he would contact the members of the board, get them to agree on what they wanted and authorize a letter to us.

A. E. Johnson
Metropolitan Engineer

By: A. V. Benedict

A. V. Benedict
Assistant Metropolitan Engineer

AVB:dm
cc: Mr. F. D. Morgan
Mr. Ivan D. Merchant
Mr. William E. Ikola
Mr. Jack Hesla

RECEIVED
JUL 22 1966
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
JUN 9 1966
By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Vista Ridge Eastbound Tunnel Section — Date June 29, 1966

Highway Sunset — Contract No. 6748

County Multnomah — Prefix 26-1053

Contractor Donald M. Drake Co. & Winston Bros. Co. — F. A. Project No. U-318(10)

Address P.O. Box 791 Federal Station, Portland, Ore — Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Relocate approximately 300 feet of existing 8" sanitary sewer.

1- Equipment rental rates shall be in accordance with State-AGC agreement.
2- Percentages allowable to contractor in accordance with executed contract for the project.

This work has started.

Prior approval obtained from Bureau of Public Roads.

Location by station numbers:

"TWB" 38+30 to "OJ" 40+40

Estimate of quantities and cost:

Labor	$1,870.00
Equipment	1,530.00
Material	850.00
	$4,250.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The present location of the 8" sewer (sanitary) conflicts with the excavation for the TWB rigid frame. This work was not included in the original authorization. The contractor will not accept the work at unit bid prices due to the inaccessible location of the work.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line for use of Salem Office
Project authorization	$4,804,718.62	
Present estimate of project cost, including $4,250.00 for work under this order	$4,691,416.74	
Expected under-run / over-run amount	UNDER $ 113,301.88	
Expected under-run / over-run per cent	UNDER 2.36%	

Submitted by: /s/ William E. Ikola, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Asst. Bridge Engineer

Approval Recommended: /s/ A. V. Benedict, Asst. Division Engineer

Approved /s/ L. H. Young, Office Engineer

State Printing

Memo 7-28-66

RECEIVED
JUN 29 1966
FOR FILING

0-218(10)
4.147

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
June 24, 1966

To: MEMO TO THE FILE

SUBJECT: Vista Ridge Eastbound Tunnel Section
Sunset Highway
Contract: 6748

On Friday afternoon, June 24, a meeting was held in the Metropolitan Division office to discuss the construction of Wall No. 3 on the subject project. In attendance at this meeting were Messrs. Russell Stephenson and Roy M. Tokerud, Bureau of Public Roads; and Ivan Merchant, Al Rear, A. E. Johnson, A. V. Benedict, E. L. Hardt, Bill Ikola, Harry Oswald and Bill Hill, Highway Department.

Mr. Hill indicated that two holes had been drilled at approximately 45°, one at the westerly end of Wall No. 3, and one at the easterly end and the drill crew was in the process at the present time of drilling a hole at about the middle of the wall. He indicated that at the westerly end of the wall the drill hole had gone through three layers of poor material and three layers of fairly good basalt rock prior to hitting hard rock at a depth of 51 feet. The hole at the easterly end encountered harder rock at a higher elevation. It was Mr. Hill's recommendation that due to the layers of poor material, the holes would have to be grouted and redrilled prior to installing the designed tie bars.

Mr. Ikola reported that he had talked to the contractor regarding drilling and grouting and the contractor had furnished a tentative price of $26.80 per foot additional for drilling over the bid price of $10 per foot per tie rod. Since there are two tie rods designed per hole, this bid price would amount to $20 per foot. In addition, he indicated a price of $11.86 per foot for pressure grouting and redrilling.

The group spent considerable time discussing the problem of grouting and it was felt that prior holes should be drilled, probably three inches in diameter, and the cement grouting applied prior to drilling the final hole for the tie rods.

The group next considered utilizing an L-shaped wall with a heel design of at least two feet, and Mr. Ikola indicated that he had estimated a savings of approximately $22,000 using this type of wall based on the contractor's quoted price and unit bid prices where applicable. Mr. Tokerud indicated approval of this type of wall, but requested that we approach the contractor for a reduction in price of concrete from the $85 per cubic yard bid.

All concerned indicated a preference for the L-shaped wall with the indicated savings in money and the questionable rock material in which to install the tie rods. Mr. Merchant indicated he would have a design for such a wall returned to this office by the latter part of next week.

Mr. Ikola will contact the contractor this date advising of change of plans and will set up a tentative meeting for Monday, June 27, to discuss more details.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh

cc Tom Edwards
Ivan Merchant
Roy Tokerud
William Ikola

NOTED
TOM EDWARDS

RECEIVED
JUN 27 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 16 1966
FOR FILING
U-318(10)
6748

June 16, 1966

Mr. A. P. DiBenedetto, Chairman
Board of Commissioners
West Slope Water District
3105 S. W. 89th Avenue
Portland, Oregon 97225

Dear Mr. DiBenedetto:

Thank you for your letter of June 8 concerning the 12-inch water main located on the Vista Ridge Eastbound Tunnel Section of the Sunset Highway in Multnomah County.

If I have not already expressed my appreciation for the cooperation you showed in deactivating this line, let me do so now. This work was promptly executed and we hope will prevent the contractor from making claims against the State.

We have to plead guilty to doing very little work in the area since the main was deactivated. The reason for this lack of progress was due to the fact that we found common earth materials near the end of the east portal where we had anticipated solid rock. This required us to completely redesign the portal of the tunnel. This redesign, in turn, necessitated the contractor to remove an additional 15,000 to 20,000 cubic yards of material. He has done this as rapidly as he could, but the work on Jefferson Road has necessarily been delayed for the length of time that the change of design and excavation took. We do believe, however, that he will have completed this additional work in about two week's time and then immediately start excavating for the City sewer line and your 12-inch main. If, in fact, you wish it to be replaced in Jefferson Road, We estimates that it would take about one week to ten days to excavate for the rigid frame structure which would permit reinstalling this water main near the latter part of July.

If you are in a position now to inform us whether you desire the reinstallation to be made, please advise. Please also advise us immediately in case there is need for a temporary hookup to serve your customers, and we will do the best we can to accommodate you.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Potter
Victor D. Wolfe (3614)
F. D. Morgan
G. E. Rohde
C. W. Litchfield
A. E. Johnson

FDK:rw

-3614

JUN 10 66

REFERRED TO

Klooc

BY DEPUTY STATE HIGHWAY ENGINEER

WEST SLOPE WATER DISTRICT

WASHINGTON COUNTY, OREGON

3105 S.W. 69TH AVENUE • TELEPHONE 292-2777
PORTLAND, OREGON 97225

June 8, 1966

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
Salem, Oregon

Re: Disposition of conflicting 12" Water Main, Vista Ridge Eastbound Tunnel Section, Sunset Highway, Multnomah County, Project No. U-318 (10).

Dear Mr. Cooper:

In accordance with your request, and as we notified you in our letter of May 6, our Canyon Road supply line was closed and drained the morning of May 5 to avoid any delays in the tunnel contract.

This was done with the understanding that if by July 15 it should be apparent that the City of Portland cannot furnish to West Slope enough water from its Arlington Reservoirs to supply the demand, the State Highway Department would reinstall the 450 feet of main removed on a permanent location if possible, otherwise as a bypass.

Over a month has passed since the main was de-activated. No work has been done on the storm sewer or footings for the concrete structure on Jefferson Road. Only 5 weeks remain to July 15.

Will you please inform us as to your time schedule and how you would propose to re-activate the main during July if it is found necessary to take this action.

Very truly yours,

WEST SLOPE WATER DISTRICT

A. P. DiBenedetto

A. P. DiBenedetto, Chairman
BOARD OF COMMISSIONERS

APD:ef

RECEIVED
JUN 10 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 9 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 16 1966
FOR FILING

11-318(10)
6748

[redacted]

RMT [illegible] 6 14 66 [illegible] 154

KLADOE

REFERENCE YOUR PHONE CALL YESTERDAY REGARDING THE WEST SLOPE WATER DISTRICT 12 INCH WATER MAIN ALONG OLD JEFFERSON ROAD IN CONNECTION WIT THE VISTA RIDGE EASTBOUND TUNNEL.

AFTER THE DISTRICT SHUT OFF THE WATER AND DRAINED THE MAIN ON OR ABOUT MAY 5, THE CONTRACTOR CUT AND SALVAGED THE EXISTING 12 INCH PIPE IN THE AREA OF CONFLICT. THIS PIPE WAS STORED FOR FUTURE USE.

BECAUSE OF THE CHANGE IN ROCK CONDITIONS OF THE TUNNEL, AN ADDITIONAL 15,000-20,000 CUYD OF EXCAVATION IS REQUIRED AND DELAYS WERE ENCOUNTERED DUE TO REDESIGN, ETC. THE CONTRACTOR ESTIMATES HE WILL COMPLETE THIS EXCAVATION IN ABOUT TWO WEEKS AND WILL THEN START EXCAVATING FOR THE RIGID FRAME STRUCTURE ON OLD JEFFERSON ROAD, AFTER WHICH THE 12 INCH WATER MAIN FOR WEST SLOPE WATER DISTRICT CAN BE RECONNECTED. HE ESTIMATES ONE WEEK TO TEN DAYS TO EXCAVATE FOR THE RIGID FRAME STRUCTURE WHICH WOULD PERMIT RECONNECTING THE WATER MAIN THE LATTER PART OF JULY.

JOHNSON
CH
CB.

NOTED
F. B. [illegible]OE

RECEIVED
JUN 13 1966
FOR FILING

SP*18102-734

U-318(10)

6748

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 8, 1966

To: Mr. A. V. Benedict
Assistant Metropolitan Engineer
State Highway Department
5821 N. E. Glisan Street
Portland, Oregon 97213

SUBJECT: Vista Ridge Eastbound Tunnel Section
Sunset Highway
Contract No. 6748

ROUTED
F. B. KLABOE

Walls 8 and 9 were eliminated and wall 10 revised after inspection by our Soils people and other personnel at a stage of construction which provided a good opportunity to appraise the stability of the ground structure in question. Eliminations were made only when apparent stability rendered wall construction unnecessary.

In the event wall construction might be required at a later date we would not be able to shirk our responsibility in their erection. However, we would want to be a part of any determination of need.

The reply to the City should come from your office.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

GLD:bjm

cc: F. B. Klaboe

OFFICE OF

RECEIVED
JUN 1 - 1966
FOR FILING

Form CD-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U-318(10)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 27, 1966

In reply refer to: 08-35.DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project U-318(10)
Vista Ridge E. Bound Tunnel Section
State Force Order No. 4

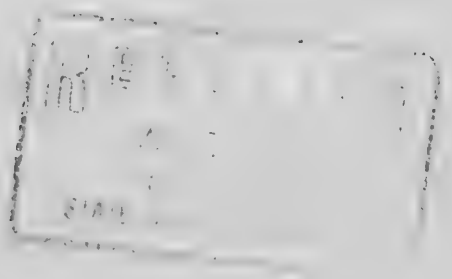
The accompanying State Force Order # 4 is being returned unsigned. This work is truly an engineering charge and should be assessed accordingly.

We are keeping our copy of the order for our files.

Attachments

Orig to Young w/encls.
Copy to Merchant, 6-1-66
Note: Why not charge to engineering?

FBK



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

APPROVED

Form A-105—SM

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 4

Project Name Vista Ridge E. Bound Tunnel Sec. Date April 29, 1966

Highway Sunset Contract No. 6748 F. A. Project No. U-318(10)

County Multnomah Prefix 26-1053 Account No. 235-04

Description of Work To Be Done:

Dig test pits as required in Wall No. 3 area.

This work has not started.

Location by Station Numbers:

"TEB" 41+50 to 43+75

Estimate of Quantities and Costs:

Labor	$ 900.00
Materials	200.00
Equipment	400.00
Total	$1,500.00

Explanation:

Test pits necessary to determine foundation conditions for redesign of Wall No. 3.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,804,718.62
Present estimate of project cost, including $1,500.00 for work under this order	$4,649,073.74
Expected under-run (amount) UNDER	$ 155,644.88
Expected under-run (per cent) UNDER	3.24%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Bridge Engineer

Approval Recommended: /s/ A. V. Benedict, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

RECEIVED
MAY 31 1966

Form CO-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

6748

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 26, 1966

In reply refer to: 08-35.DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Vista Ridge E. Bound Tunnel Section
Sunset Highway in Multnomah County
Project U-318(10)
Total estimated cost of order - $500.00
Federal participation - $300.00

Reference is made to your letter dated May 18, 1966 concerning subject order. Please note that the estimated amount in the letter is in error.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

We will continue to approve such requests for projects awarded prior to April 28, 1966 where funds for this purpose have been reserved in the project agreement estimate. However, in accordance with our April 6, 1966 memorandum, in order that the total participation in State force work will not be substantially increased during the next few years, it is understood that conventional striping by State forces should not be added to other projects awarded prior to April 28, 1966. Exceptions may be made if the supporting information for approval of striping includes a showing that participation will not be requested in an equivalent amount of State force work for which a reservation of funds has been made in project agreement estimates.

Attachment

5-31-66
REFERRED TO
Young Wimmer
ASST. STATE HWY. ENGR.

RECEIVED
MAY 27 1966
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

APPROVED
Construction under modification of project as ... Federal funds and ...
MAY 18 1966
U.S. ...

Form A-106—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS Order No. 5

Project Name Vista Ridge E. Bound Tunnel Sec. Date May 2 19 66

Highway Sunset Contract No. 6748 F. A. Project No. U-318(10)

County Multnomah Prefix 26-1053 Account No. 224-05 238-05

Description of Work To Be Done:

Seed and Mulch Slopes

This work has not started

Location by Station Numbers:

"SM" 0+60 to 1+20
"SM" 2+00 to 4+30

Estimate of Quantities and Costs:

Labor	$200.00
Material	150.00
Equipment	150.00
Total	$500.00

Explanation:

Seeding and mulching required to prevent erosion of steep slopes. Use annual rye grass.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,804,718.62
Present estimate of project cost, including $ 500.00 for work under this order	$4,649,073.74
Expected under-run / over-run (amount) . UNDER . .	$ 155,644.88
Expected under-run / over-run (per cent) UNDER . .	3.24 %

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ilola, Resident Engineer

Approval Recommended: /s/ Ivan D. Merchant, Bridge Engineer

Approval Recommended: /s/ A. V. Benedict, Ass't. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

RECEIVED
MAY 19 1966
FOR FILING

May 18, 1966

Mr. A. E. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 5, Account No. 224-238 covering seeding and mulching on the Vista Ridge E. Bound Tunnel Section of the Sunset Highway in Multnomah County, Contract No. 6748 in connection with Federal-Aid Project No. U-318(10).

This work will be done on a small and inaccessible area of steep slope above the rock line. The contractor is not equipped to do this work. The State has the necessary special equipment and trained personnel to do the work most economically.

The work is an anticipated item in the project agreement. The contract was awarded prior to April 28, 1966.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested. The total estimated amount of the order is $875.00 with Federal participation of $525.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG: ls

RECEIVED
MAY 19 1966
FOR FILING

May 17, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force work No. 4, Account No. 235 covering additional foundation exploration in wall No. 3 area on the Vista Ridge E. Bound Tunnel Section of the Sunset Highway in Multnomah County, Contract No. 6748 in connection with Federal-Aid Project No. U-318(10).

This order is to cover the cost of additional foundation exploration in wall No. 3 area. This work is necessary to determine the foundation conditions for redesign of wall No. 3. The State has the equipment and trained personnel to do this work more economically than by contract.

The estimated amount of this order is $1,500.00 with Federal participation of $ 00.00.

This order was recommended and approved by BPR Div. Bridge Engineer on May 10, 1966. Your approval as of that date under provisions of PPM 21-6.3 on an actual cost basis is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By K

L. H. Young
Office Engineer

KMR: ls

RECEIVED
MAY 16 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 13, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Attention: Mr. Roy Tokerud

Subject: Vista Ridge Tunnel
Bridge No. 9103
Contract No. 6748

Gentlemen:

The sill drifts for the eastbound tunnel have been excavated to approximate station 40+95. In the excavation of the right or north sill drift, the rock condition has changed over that expected at the time of design and contracting, making a change in tunnel lining sections necessary.

I am sending you six prints of Dwg. No. 21981 indicating the proposed method of constructing the west end of the TEB tunnel. This change has the concurrence of the consulting engineers as indicated by the four copies of the letter enclosed from Parsons, Brinckerhoff, Quade & Douglas.

A further change than noted on Dwg. No. 21981 is proposed in the positioning and size of the steel rib sets immediately east of station 40+55. Referring to Dwg. No. 21804 which gives the size and spacing of the steel rib sets, it is proposed to eliminate the 14" WF 78 lb. sets at 2'6 centers over the end 40 feet. The 14" wide flange 103 lb. at 2' centers will be used beginning at station 40+55 with the 14" wide flange 78 at 2' and 4' centers used according to the plan. This will mean that 55' of 14" wide flange 48 lb. steel rib supports at 4' centers will be eliminated in addition to the 40' of ribs at the west end mentioned above.

As indicated on Dwg. No. 21981, a rigid frame cut and cover section will be constructed from station 40+55 to 41+40 with the right sill supported on cast-in-place concrete caisons as had been planned for the west end of the westbound tunnel.

Due to the change in rock formation at the right sill of TEB the entire cut and cover section of TWB will be supported by caissons at both walls. As indicated by the consultants' letter, who are in agreement with the State on this matter, extreme care in placing the rock backfill will be taken during the construction operations in this area. Also, additional drainage will be placed to adequately drain the rock backfill and subsurface material in this area.

The change in rock conditions over that contemplated at the time of design, has made it necessary to redesign retaining wall No. 3. This design is proceeding as rapidly as possible and it is hoped that revised plans can be sent you in the very near future. Also, there is a possibility that the cut and cover section of the westbound tunnel may be shortened from that shown on the plans. This matter is under study at the present time and additional drill holes are being put down in the vicinity of station 40 TWB.

At such time as a decision is made on the TWB section, revised plans will be sent you.

Very truly yours,

Ivan B. Merchant
Bridge Engineer

IDM:mb
Att.
cc: Tom Edwards
C. H. Maison
L. H. Young
A. E. Johnson

NOTED
TOM EDWARDS

RECEIVED
MAY 25 1966
FOR FILING
4-318(10)
DAVID SANDEBERG
ROBERT L. RECKEN
CALVIN H. LUETJEN
6748

SANDEBERG, RECKEN & LUETJEN
ATTORNEYS AT LAW
PUBLIC SERVICE BUILDING
PORTLAND, OREGON 97204

TELEPHONE
222-9467

May 12, 1966

Mr. G. E. Rohde, Chief Counsel
State Highway Department
Salem, Oregon 97310

Attention: Mr. Frank C. McKinney, Assistant Counsel

Re: Conference of Representatives of West Slope Water District and State Highway Department Concerning Vista Ridge Tunnel

Dear Sir:

I received Mr. McKinney's letter of May 6, 1966 enclosing a memorandum of the conference and his letter of May 9, 1966 in which he noted a typographical error. The 12 inch main was taken out of service and drained in the area in conflict on May 5, 1966.

Mr. McKinney raised the question in his letter of May 6, 1966 as to the disposition of the remainder of the 12 inch main which is not in conflict. We will have to defer a decision on this for the time being. It is our feeling now that we will probably have to reactivate the 12 inch line. A great deal will depend upon the condition of the line, the progress of the construction, the district's operating experience with the yet unproven supply line from Arlington Heights reservoir complex and other factors.

Referring to page 2 of Mr. McKinney's Memorandum of Conference, paragraph (1), it should be understood that even in August, 1965, the district did not intend to "abandon" the 12 inch line in the sense that we were giving it up entirely. We have always considered it the property of the district and still so consider it.

In addition to Mr. McKinney's memorandum, the line in the work area will be uncovered and inspected by both your representatives and our representatives. If Mr. Green considers it economically salvagable it is to be removed and stored. If it is removed, the removal is to be done so that the pipe can be reused.

It was our understanding at the conference that State Highway Department is going to expedite the work as much as practicable within the area in conflict. While it might take three months for the full length of the project to be completed, it was estimated that by approximately July 1st the work would be at a stage at which the supply line could be relaid either permanently or on a temporary basis if our needs so dictated.

At the meeting one of the State Highway Department's representatives, I believe it was Mr. Benedict, stated that he had investigated and found that there would be sufficient local supplies of the necessary 12 inch by 3/16 inch steel pipe and necessary fittings available in the event new pipe is required.

Again we reiterate our position that at the present time we intend to keep the 12 inch main available for future use by us.

Yours truly,

Robert L. Recken

Robert L. Recken

RLR:skm

cc: West Slope Water District
Mr. Carl Green

RECEIVED
MAY 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 17 1966
FOR FILING

U-318(10)

6 1111

PMT PDP 16 5 11 66 9 30A

NOTED
R. L. PORTER

KLABOE

RE WEST SLOPE WATER MAIN IN CANYON ROAD--
WEST SLOPE PEOPLE DRAINED THEIR LINE THURSDAY, MAY 5 AS PER AGREEMENT.
TOOK MOST OF THE DAY. CONTRACTOR STARTING THIS MORNING TO REMOVE PIPE.

BENEDICT

SH
03.

FORM S-1252 REV 7-61

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 9, 1966

Mr. Robert L. Recken
Attorney at Law
914 Public Service Building
Portland, Oregon

Re: Memorandum of Conference
West Slope Water District and
State Highway Department
Vista Ridge Tunnel Section
Sunset Highway

Dear Bob:

This is to advise that due to a typographical error, the above subject memorandum contained an error in numbered paragraph 2 thereof. The date the District was to cut off and drain its 12" main should have read "May 5, 1966" instead of June 5, 1966.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: F. B. Klaboe
G. E. Rohde
A. V. Benedict
Jack Hesla
Ted Litchfield

OFFICE OF

NOTED
F. B. KLABOE

P.S. to Highway Personnel: The same correction applies to paragraph 1 of the inter-departmental memorandum which was attached to West Slope's memorandum.

WEST SLOPE WATER DISTRICT

WASHINGTON COUNTY, OREGON

3105 S.W. 69TH AVENUE • TELEPHONE 292-2777
PORTLAND, OREGON 97225

3426

MAY 9 66

May 6, 1966

REFERRED TO
Klabe
BY DEPUTY ATTY. GEN.

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
Salem, Oregon

Dear Mr. Cooper:

In accordance with the agreement reached at our meeting on May 4 the West Slope Water District Canyon Road Supply Line within the work area was closed and drained the morning of May 5. The line was dry at 11:00 A. M. May 4.

Messrs. Hesla and Ikola were notified of the above by phone at about 11:00 A. M. May 4.

Very truly yours,

WEST SLOPE WATER DISTRICT

R. F. Grefe, Manager

RFG:jz

Border

copies to
Morgan
Merchant
Yamna
Klabe
5-10-66

RECEIVED
MAY 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
MAY 9 1966
OREGON
STATE HIGHWAY COMMISSION

FORM 1893 80M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 6, 1966

Mr. Robert L. Recken
Attorney at Law
914 Public Service Building
Portland, Oregon

Re: Conference - West Slope Water District and
State Highway Department
Vista Ridge Tunnel Section
Sunset Highway

Dear Bob:

Please find enclosed herewith a brief memorandum summary of the meeting of May 4. If you disagree with any of the statements or have additions or corrections, please notify me at your earliest convenience.

There was one matter which was not entirely disposed of, as follows: Assuming it is found that the 12" main in the area of conflict is in good condition and can be salvaged, what is the District's wish with respect to the disposition of the remainder of the 12" main which is not in conflict? This is assuming, of course, that the District elects not to re-activate the 12" line. If the District wishes to salvage the pipe, we should be so advised so that work in the area can be coordinated.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
enclosures
cc: F. B. Klaboe
G. E. Rohde
A. V. Benedict
Jack Hesla
Ted Litchfield

NOTED
F. B. KLABOE

OFFICE OF
STATE HIGHWAY ENGINEER

copy to Jack 5-9-66

FORM E-1382 5M 2-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

MEMORANDUM OF CONFERENCE
West Slope Water District
State Highway Department

On May 4, 1966, a meeting was held between representatives of the West Slope Water District and the State Highway Department with respect to that portion of the District's 12" water line which is in conflict with the construction of the Vista Ridge Tunnel Section of the Sunset Highway. The following were present:

Oregon State Highway

F. B. Klaboe, Asst. State Highway Engineer
G. E. Rohde, Chief Counsel
F. C. McKinney, Assistant Counsel
A. V. Benedict, Asst. Metropolitan Engineer
Jack Hesla, Field Utilities Liaison Engineer
Ted Litchfield, Utilities Liaison Engineer

West Slope Water District

Carl Green, Consulting Engineer
R. L. Recken, Attorney
R. F. Grefe, Manager
A. P. DiBenedetto, Chairman, Board of Commissioners

During the above-mentioned meeting, representatives of the West Slope Water District explained to the State Highway Department representatives the difficulty they were having with the operation of their new 18" high-line main which connects Portland's Arlington reservoir and the reservoirs owned by West Slope. The 18" line was constructed by West Slope pursuant to an understanding with the Highway Department, during a conference with their representatives on August 11, 1965. This main was constructed to replace the existing 12" main which lies in old Jefferson Street and Canyon Road which is presently in conflict with the State's construction of the Vista Ridge Tunnel Section of the Sunset Highway.

The crux of the problem is that the city's Arlington reservoir may not have sufficient water at all times for West Slope Water District to provide for its customers and maintain an adequate fire protection reserve during the summer months. In the event that it appears the Arlington supply is insufficient, then the District would desire to keep the existing 12" main in operation as an alternative source of supply.

According to Highway representatives, the City of Portland is in the process of providing a new connection to the Arlington reservoir and they feel that an adequate supply will be available to the District for its new 18" main. With the above background as to the problems of the District, the following matters were resolved;

(1) That during the initial meeting of August 11, 1965, between the District and the Highway Department, it was the intention of both parties that as soon as the new 18" line was in operation the existing 12" line could be abandoned. Due to a change in conditions concerning water supply, however, the District is fearful that it may not have sufficient water and may now be desirous of keeping the existing 12" line in addition to the new 18" line.

(2) The District will cut off and drain its 12" main on June 5, 1966.

(3) The contractor is to cut the existing 12" pipe and attempt to salvage all of the pipe in the area of the conflict. The District is of the opinion that the pipe is in good condition and desires to inspect the same at the time it is uncovered. If the pipe can be salvaged, the District will attempt to find a place to store the pipe and, if they are unsuccessful, the pipe is then to be stored at the Sylvan maintenance site.

(4) If the District discovers it is unable to supply its customers, due to the failure of a sufficient water supply from Portland's Arlington reservoir, before construction work is completed in the area of conflict, State at its initial expense, will provied a temporary connection for the 12" line around the construction work.

(5) Within the next two or three months as the State's work progresses, the District will determine whether or not they believe it will be necessary to continue the existing 12" main permanently. If the District determines they need the existing 12" main, then the State,

at its initial cost, will relocate the same in the present conflict area to conform to the construction. The liabilities of the respective parties with respect to all relocation work will then probably be determined in court.

F. C. McKINNEY
Assistant Counsel

FCMcK:hg

FORM E-30 50M 10-65 SP123401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 6, 1966

To: MEMORANDUM TO FILE:

SUBJECT: Conference - West Slope Water District
Vista Ridge Tunnel Section
Sunset Highway

On May 4, 1966, a meeting was held between representatives of the West Slope Water District and the State Highway Department with respect to that portion of the District's 12" water line which is in conflict with the construction of the Vista Ridge Tunnel Section of the Sunset Highway. The following were present:

Oregon State Highway

F. B. Klaboe, Asst. State Highway Engineer
G. E. Rohde, Chief Counsel
F. C. McKinney, Assistant Counsel
A. V. Benedict, Asst. Metropolitan Engineer
Jack Hesla, Field Utilities Liaison Engineer
Ted Litchfield, Utilities Liaison Engineer

West Slope Water District

Carl Green, Consulting Engineer
R. L. Recken, Attorney
R. F. Grefe, Manager
A. P. DiBenedetto, Chairman, Board of Commissioners

It appears that since the last meeting between the representatives of the District and the State, on August 11, 1965, the District has constructed a new 18" pipeline, at a reported cost of approximately $92,000, extending from Portland's Arlington reservoir tanks to the West Slope Water District's reservoirs. This is a completely different type of system than the District previously used. Previously, the District's 12" line which is in conflict, ran from Portland through the District's pumps, up Canyon Road and Jefferson Street directly to the West Slope reservoirs. At no time in the past had they been unable to obtain water from the City for the capacity of the pipe, which was approximately 2,400,000 gallons per day. The new pipeline does not depend directly on the main Portland source, but instead relies on the City's reservoir supply at the Arlington tanks. The City of Portland supplies several other districts, including the zoo, from this same reservoir; hence, the direct supply from the City's reservoir to the West Slope tanks depends to some extent upon how full the City can keep its tanks,

NOTED
F. B. KLABOE

notwithstanding the fact that the 18" line has a capacity of approximately 4,500,000 gallons per day.

Apparently during the testing of the new line the District had to drop its reservoirs to adjust an altitude valve and, in the course of refilling the tanks and supplying its customers, pulled sufficient water from the Portland reservoir to cause the City Water Department to become fearful and advise the District to take no more water from the reservoir until further notice. This shutdown lasted only for a period of a few hours.

According to Mr. A. W. Benedict and Mr. Jack Hesla, the City is presently in the process of providing a new connection to the City's tanks so that within a week or so the City will have additional water available to put into the Arlington reservoir. The crux of the issue is whether West Slope will feel they are sufficiently safe with this additional supply to permit the complete closure of the previously maintained 12" line which conflicts with construction.

During our first meeting on August 11, 1965, it was the intention of the District, as well as the Highway Department, that as soon as the 18" line was in operation the 12" line would be abandoned. Now, however, after having their water supply terminated by order of the City on one occasion, the District is fearful that when the summer months of July and August arrive that the other users from the City's tanks, including the elephants at the zoo, will consume so much water that the District will not be able to keep its reservoir above the danger level they must maintain for fire protection. If it appears that the City's reservoirs might be insufficient, then, of course, the District is desirous of continuing the 12" line through the area in conflict so that they will have an alternative supply.

With the above matters disclosed as to the problems of the District, it was agreed as follows:

(1) The District will cut off and drain its 12" line up Jefferson Street and Canyon Road on June 5, 1966. This will permit the State's contractor to immediately proceed with his work and avoid the present threat by the State's contractor to commence charging the State with delay time for not being able to work on the contract.

(2) The contractor is to cut the existing 12" pipe and attempt to salvage all of the pipe in the area of the conflict. The District is of the opinion that the pipe is in good condition and desires to inspect the same at the time it is uncovered. If the pipe can be salvaged, the District will attempt to find a place to store the pipe and, if they are unsuccessful, the pipe is then to be stored at the Sylvan maintenance site.

(3) If the District discovers it is unable to supply its customers, due to the failure of a sufficient water supply from Portland's Arlington

reservoir, before construction work is completed in the area of conflict, State at its initial expense, will provide a temporary connection for the 12" line around the construction work.

(4) Within the next two or three months as the State's work progresses, the District will determine whether or not they believe it will be necessary to continue the existing 12" main permanently. If the District determines they need the existing 12" main, then the State, at its initial cost, will relocate the same in the present conflict area to conform to the construction. The District will probably then commence a declaratory judgment proceeding to recover the reasonable cost of relocating its entire line, at which time the State will contest the same and submit its claim for reimbursement for all relocation work in the area of the conflict of the 12" main.

(5) One point that was left undetermined was if the District elected to abandon the 12" main totally, what should or would be done with the remainder of the District's line which would be within the right of way but eventually buried under considerable fill.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: F. B. Klaboe
G. E. Rohde
A. V. Benedict
Jack Hesla
Ted Litchfield

FORM E-30X—50M—3-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

May 6, 1966

To: Mr. William Ikola
Resident Bridge Engineer
B U I L D I N G

SUBJECT: Vista Ridge Eastbound Tunnel
Sunset Highway
Contract: 6748

This is to confirm verbal and penciled instructions of May 5 with respect to the West Slope water main in Old Jefferson Road.

As a result of a meeting in the conference room in Salem Wednesday afternoon, May 4, 1966, we have the consent of the West Slope Water District to cut their 12-inch main in Old Jefferson Road. Unless notified to the contrary, this main is to be restored in a permanent position on completion of revision work on the Tanner Creek sewer. West Slope people were told this work was estimated to take three months. If the Portland City Water Bureau is unable to supply West Slope's peak demand through the Arlington Heights reservoir, West Slope will request that the main be reconnected temporarily, or permanently, before the advent of hot weather. In this event, it will be necessary to arrange with the contractor to complete the sewer work between approximate Stations 40 and 44, then reconnect the main.

As arranged with Mr. Green and Mr. Grefe, the procedure will be as follows:

Thursday morning, May 5, West Slope's maintenance crew will tap the main under pressure just below the shut-off valve in the line at about Station 57, and install a valve for the admission of air. They will then drain the line through an existing valve in their pump house. When the line is empty, the foreman will so notify Mr. Ikola and we may proceed to remove the conflicting portion of the line. It will be necessary to cap the ends of the remaining pipe to prevent contamination.

copy to Young 5-9-66

Our part of the work should be done by the contractor under Extra Work Order. Inasmuch as we will attempt to recover the cost of this work from the West Slope Water District, it must be kept entirely separate from any other work. The contractor can start uncovering the line Thursday morning, but must not puncture it until notified that it is empty. As soon as empty, a joint near Station 40 should be uncoupled. The pipe is to be removed and salvaged. Remove only sufficient pipe to clear the work. This should be approximate Station 40 to Station 44. West Slope will attempt to arrange storage near their pump house. If they are unable to do so, the pipe should be stored at the Sunset storage yard.

The pipe is to be inspected both by our people and by West Slope in an effort to estimate the remaining service life of the remaining pipe. You should make this inspection and ask Ed Rief to do so also.

A. E. Johnson
Metropolitan Engineer

By

ORIGINAL SIGNED BY A. V. BENEDICT
A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh

cc F. B. Klaboe
Ivan D. Merchant
F. D. Morgan

RECEIVED
MAY 9 1966
OFFICE OF
CHIEF ENGINEER

RECEIVED
AUG 31 1966
FOR FILING

3432

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS
ENGINEERS
FOUNDED BY WILLIAM BARCLAY PARSONS IN 1885
NEW YORK · SAN FRANCISCO

WILLIAM BARCLAY PARSONS 1885-1932
HENRY M. BRINCKERHOFF 1919-1945

MAURICE N. QUADE
WALTER S. DOUGLAS
ALFRED HEDEFINE
RUSH F. ZIEGENFELDER
WILLIAM H. BRUCE, JR.
JOHN E. EVERSON
ROBERT H. MEADE
SEYMOUR S. GREENFIELD

ASSOCIATED CONSULTANTS
JOHN O. SICKEL
EUGENE L. MACDONALD

165 BROADWAY, NEW YORK, N.Y. 10006
TELEPHONE BEEKMAN 3-[illegible]300

REFERRED TO
Maitland
BY DEPUTY STATE HIGHWAY ENG.

May 6, 1966

Mr. R. L. Porter
Deputy State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310.

Re: Vista Ridge Tunnels at
Sunset Highway, Portland.

Dear Mr. Porter:

To the best of our knowledge and belief our services in connection with the design stage of the Sunset Highway tunnels under Vista Ridge in Portland have been completed. It therefore seems in order to submit a final invoice for this phase of the services performed in accordance with our Agreement dated March 11, 1965. This invoice, dated today, is in the amount of $13,489.66

We are very grateful to you for your recent letter acknowledging receipt of the Second Supplementary Report on the Fremont Bridge. We, too, hope that this will lead to an early resolution of the problem of selecting a type of crossing.

With best regards, I am

Sincerely yours,

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS

M. N. Quade

MNQ:Y
w/encl.

RECEIVED
MAY 9 1966
OREGON
STATE HIGHWAY COMMISSION

No. 204
1171-X001

Oregon State Highway Department
Salem. Oregon 97310

Att: Mr. R. L. Porter, Deputy State Highway Engineer

TO

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS

165 BROADWAY, NEW YORK 6, N. Y.

May 6, 1966

FINAL INVOICE

For Engineering Services rendered during the design stage of the Sunset Highway tunnels under Vista Ridge in Portland in accordance with our agreement dated March 11, 1965:

Salaries of Staff July 31, 1965 to February 11, 1966 See Schedule Attached for reimbursable cost	$ 1,385.47
Balance due on Lump Sum Fee of $16,000.00	
$16,000.00 -Less: prior billings of $4,651.68	11,348.32
	$ 12,733.79
Plus: Retained percentage on prior invoices	755.90
TOTAL AMOUNT DUE	$ 13,489.69

SCHEDULE TO SUPPORT INVOICE NO. 204 DATED MAY 6, 1966

	Hours	Rate	Amount		
Salaries of Staff					
July 31 to Aug. 27, 1965					
M. E. Fiore	3	8.25	$ 24.75		
R. E. Nally	16	6.25	100.00		
L. Metzger	35 1/2	5.00	177.50		
J. J. Verdi	23	6.50	149.50		
P. A. Mowczan	6	4.75	28.50		
N. H. Danziger	13	7.70	100.10		
L. Kowaldo	32	5.65	180.80		
S. D. Damasco	14 1/2	3.35	48.57		
P. F. Brautigam	9	6.25	56.25		
E. C. Eisenhuth	12	3.55	42.60		
A. E. Flores	2	2.95	5.90		
E. T. Karell	2	3.15	6.30		
P. F. Kramerson	2	2.25	4.50	$	925.27
Aug. 28 to Sept. 24, 1965					
R. E. Nally	7	6.25	43.75		
E. P. Loppacker	4	4.50	18.00		
L. Metzger	61	5.00	305.00		
L. Kowaldo	3	5.65	16.95		383.70
Sept. 25 to Oct. 22, 1965					
L. Metzger	2	5.00	10.00		
J. J. Verdi	4	6.50	26.00		36.00
Jan. 15 to Feb. 11, 1966					
R. E. Nally	6	6.75	40.50		40.50
				$	1,385.47

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APR 27 1966

FOR FILING
U-318(10)

6748

665

April 26, 1966

Mr. A. P. Di Benedetto, Chairman
Board of Commissioners
West Slope Water District
3105 S. W. 89th Avenue
Portland, Oregon 97225

Dear Mr. Di Benedetto:

Re: Disposition of Conflicting 12" Water Main, Vista Ridge-Eastbound Tunnel Section, Sunset Highway, Multnomah County, Project No. U-318(10)

Thank you for your letter of April 12. You recall in our letter of April 7 we requested you to advise us if you wished the portion of the existing water main which conflicts with our construction to be removed and salvaged by our contractor or abandoned in place.

We understand that water was turned into your new Arlington Heights line near the first of April and that you have not yet received word from the State Board of Health that the water in the new line is proper for human consumption. We recognize the problems you are faced with and hope that you will receive a green light from the Board of Health in the very near future.

Our contractor will conduct his operation in such a manner that your existing line will not be disturbed until after your new line is in complete operation. After water is turned into your new line and the old line is deactivated, the State will abandon the pipe in place and will remove the portion conflicting with the construction and turn it over to the contractor for disposal unless you advise otherwise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
Victor Wolfe
F. D. Morgan
A. E. Johnson
R. L. Porter
G. E. Bebbe
T. W. Litchfield
William Ikola
Jack Hesla

TWL:bjm srb

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement to additional funds as of
APR 13 1966
Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Vista Ridge E. Bound Tunnel Section Date April 18, 1966

Highway Sunset Contract No. 6748

County Multnomah Prefix 26-1053

Contractor Donald M. Drake Co.-Winston Bros. Co. F. A. Project No. U-318(10)

Address P.O. Box 791, Federal Station, Portland, Ore.97207 Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Perform necessary exploratory excavation to locate rock line at the west end of the Eastbound Tunnel.

1- Equipment rental rates shall be in accordance with State AGC agreement.
2- Percentages allowable to the contractor in accordance with executed contract for the project.

Location by station numbers:

"TEB" 40+20 to "TEB" 41+50

Estimate of quantities and cost:

Labor:----------	$465.00
Equipment:----------	870.00
Materials:----------	25.00
Total	$1,360.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Additional exploration is required to determine the existing rock line for use in re-design of a portion of tunnel section on the west end.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,804,718.62
Present estimate of project cost, including $1,360.00 for work under this order	$4,646,619.74
Expected under-run amount	$158,098.88
Expected under-run per cent	3.29%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Asst. Bridge Engineer

Approval Recommended: /s/ A. V. Benedict, Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

BP*6291-724

Drawing 4-29-66

FORM E-183

RECEIVED
APR 21 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

U-318(10)

6748

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
5821 N.E. Glisan
Portland, Oregon 97213

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

April 15, 1966

NOTED
R. L. PORTER

Donald M. Drake Co. & Winston Bros. Co.
P.O. Box 791 Federal Station
Portland, Oregon 97207

Subject: Vista Ridge E. Bound Tunnel Sec.
Sunset Highway
Contract No. 6748

Attention: Mr. John Gray

Gentlemen:

This is to confirm verbal instructions issued by Mr. A.V. Benedict on April 14, 1966 to discontinue advancement of the heading in the left sill drift on the subject project. Further advancement of the heading beyond the present location of station "TSB" 40+55 is not advisable since existing rock conditions under the right foundation still necessitates a re-design of the tunnel section at the west end.

Very truly yours,

NOTED
F. B. KLABOE

William E. Ikola
Res. Br. Engr.

cc. Construction Engr.
Mr. Ivan Merchant
Mr. A.E. Johnson

4-19-66
F. B. Klaboe
per Bond -
Bjm

Routing
2 Morgan
Decker
Bond
Berbee
Walker
Olsen
Swan

RECEIVED
APR 19 1966
STATE HIGHWAY DIVISION

Morgan
Decker
Bond
Barbee
Walker
Swan

RECEIVED
APR 13 1966
CONSTRUCTION
DIVISION

Pease
Morelock
Trout
3217
Wills
APR 13 66
Olson

WEST SLOPE WATER DISTRICT

WASHINGTON COUNTY, OREGON

3105 S.W. 89TH AVENUE • TELEPHONE 292-2777
PORTLAND, OREGON 97225

April 12, 1966

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Re: Disposition of Conflicting 12-inch Water Main
Vista Ridge-Eastbound Tunnel Section
Sunset Highway - Multnomah County
Project No. U-318 (10)

Dear Sir:

Your letter of April 7 relative to the above matter was considered by the Board of Commissioners at its regular meeting on the night of April 11. Please be advised as follows:

The new supply connection to the City of Portland Arlington Heights high level system is not yet in service.

In the opinion of this Board and its legal counsel, the State Highway Department has two alternatives in connection with the West Slope supply main. They are:

1. Reimburse West Slope for the taking of its supply facilities from Washington Park to the area of the Highland Road intersection based upon fair value arrived at by present day costs less depreciation for past use.

2. Relocate the supply line in the area of the current work in a manner which will permit your construction, maintain the West Slope facilities, and so locate the new pipe line as to make it accessible for maintenance and repair. The State also shall relocate the existing supply main from the area of the present tunnel contract along the old Jefferson Road to its intersection with Canyon Road. The purpose of this relocation would be to avoid having the supply line under a deep fill which would make maintenance and repair practically impossible.

The matter of whether or not the existing 12" main in the immediate area of construction conflict should be salvaged is a decision which the State should make. In no case should the line be removed or destroyed until the by-pass line is installed and connected up. The existing supply facilities shall be maintained in service.

April 12, 1966

The State Highway Department has recently determined that it will compensate the City of Portland for relocation of its two 12" pipe lines paralleling the West Slope 12" pipe line along old Jefferson Road, and further that it will compensate the City for relocation of the City supply conduits east of Portland where the proposed I-205 highway is to be constructed.

We respectfully ask for an equitable and reasonable solution to the joint problems facing your department and this District in connection with the reconstruction and improvement of the Sunset Highway.

Yours truly,

WEST SLOPE WATER DISTRICT
BOARD OF COMMISSIONERS

A. P. Di Benedetto

A. P. Di Benedetto, Chairman

APD:ef

RECEIVED
APR 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 5 - 1966
FOR FILING

CERTIFIED
No. 763319
MAIL

WEST SLOPE WATER DISTR

WASHINGTON COUNTY, OREGON

3105 S.W. 89TH AVENUE • TELEPHONE 292-2777
PORTLAND, OREGON 97225

March 29, 1966

MAR 30 66

REFERRED TO
Morgan - Rohde
BY ASST. STATE HWY. ENGR
4-5-66

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon 97310

Re: Adjustment of 12" water main,
Vista Ridge East-bound Tunnel
section Sunset Highway
Multnomah County

Dear Mr. Cooper:

Your letter of March 23, 1966 has been received.

West Slope Water District has expedited construction of the Arlington Supply Line as rapidly as adverse weather conditions during the past month have permitted. If the weather continues favorable, it is hoped that pipe laying will be completed in the next week.

As has been stated previously, it is difficult to predict with certainty how many days will be required for pressure and bacteriological tests and required approval by Oregon State Board of Health prior to putting pipe line into service. The work has all been thoroughly inspected while in progress, however successful construction is never certain on a water line of this size in the type of topography traversed until all tests are satisfactorily completed and the line has been in service for thirty (30) days or more.

The West Slope Water District is spending nearly $100,000to replace the present Canyon Road Supply Line. As stated in our letter of February 18 the District accepts no responsibility during the tunnel and highway operations for (1) payment of any costs involved, (2) damage to the line during or as a result of construction work, or (3) continuity of service to the 10,000 users in the West Slope area. Within the scope of this statement, the District will accept no responsibility for any claims submitted by the contractor for alleged delays in his work occasioned by present location of the West Slope 12-inch supply line on Jefferson or Canyon Roads, or for any costs involved in any temporary facility installed by your contractors or the State Highway Department.

Very truly yours,

WEST SLOPE WATER DISTRICT

A. P. Di Benedetto

A. P. Di Benedetto, Chairman
BOARD OF COMMISSIONERS

APD:ef

RECEIVED
MAR 30 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 2 3 1966

U-315(10)
6748

March 23, 1966

547

Mr. A. P. Di Benedetto, Chairman
Board of Commissioners
West Slope Water District
3105 S. W. 89th Avenue
Portland, Oregon 97225

Re: Adjustment of 12" Water Main, Vista Ridge Eastbound Tunnel Section, Sunset Highway, Multnomah County, Project No. U-315(10)

Dear Mr. Di Benedetto:

We have received your letter of March 10 in which you indicate that you hope to have your new 18-inch water main completed by April 1, 1966. You also indicate that the new line must be pressure tested, chlorinated, flushed, water tested and approved by the State Board of Health, in addition to a thirty-day trial run. Please advise us of the total amount of time you will need to perform all of these operations before the old line may be disconnected.

We appreciate the efforts you are putting forth to complete this relocation. However, the 12-inch main which is in conflict with our work on Canyon Road now interferes with the contractor's operation. It is possible that the State will receive a claim from the contractor for delay caused him by the fact that your water main prevents him from working in this area. Should the contractor perfect such a claim, we will look to your organization to recover our losses.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
T. W. Litchfield
A. E. Johnson
TWL:bjm srb

WEST SLOPE WATER DISTRICT

WASHINGTON COUNTY, OREGON

3105 S.W. 89TH AVENUE • TELEPHONE 292-2777
PORTLAND, OREGON 97225

3052

MAR 15 66

March 10, 1966

REFERRED TO
Litchfield
BY ASST. STATE HWY. ENGR.
3-15-66
Benedict
Clerk Tremont, Oregon

CERTIFIED
No. 763317
MAIL

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
Salem, Oregon

Re: Temporary adjustment of 12" water main, Vista Ridge-Eastbound tunnel Project U-318(10).

Dear Mr. Cooper:

Your letter of March 9, 1966 has been received.

The contractor has approximately 800 feet of 18" main to lay from Canyon Court northerly. This is the wettest section in the project. Progress will be dependent on weather and soil conditions. The rains during the past three days have not helped. We still hope that actual laying of the line will be completed by April 1.

However, as Mr. Grefe informed Mr. Hesla, the entire line will then have to be pressure tested, chlorinated, flushed, water tested and approved by the State Board of Health, the controls adjusted, and at least a 30-day trial run on the new line to insure its proper operation.

I believe you will understand that with above work remaining to be done, a firm date for final completion cannot be set at this time.

Very truly yours,

WEST SLOPE WATER DISTRICT

A. P. Di Benedetto

A. P. Di Benedetto, Chairman
BOARD OF COMMISSIONERS

APD:EF

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Litchfield
Olson

RECEIVED
MAR 13 1966
CONSTRUCTION DIVISION

RECEIVED
MAR 14 1966
OFFICE OF STATE HIGHWAY ENGINEER

RECEIVED
MAR 18 1966
FOR FILING

WEST SLOPE WATER DISTRICT

WASHINGTON COUNTY, OREGON

3105 S.W. 89TH AVENUE • TELEPHONE 292-2777
PORTLAND, OREGON 97225

March 10, 1966

REFERRED TO
Title Files
BY ASST. STATE HWY. ENGR. 3-15-66
Copies Benedict
Incoming, Oregon

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
Salem, Oregon

Re: Temporary adjustment of 12" water main, Vista Ridge-Eastbound tunnel Project U-318(10).

Dear Mr. Cooper:

Your letter of March 9, 1966 has been received.

The contractor has approximately 800 feet of 18" main to lay from Canyon Court northerly. This is the wettest section in the project. Progress will be dependent on weather and soil conditions. The rains during the past three days have not helped. We still hope that actual laying of the line will be completed by April 1.

However, as Mr. Grefe informed Mr. Hesla, the entire line will then have to be pressure tested, chlorinated, flushed, water tested and approved by the State Board of Health, the controls adjusted, and at least a 30-day trial run on the new line to insure its proper operation.

I believe you will understand that with above work remaining to be done, a firm date for final completion cannot be set at this time.

Very truly yours,

WEST SLOPE WATER DISTRICT

A. P. Di Benedetto

A. P. Di Benedetto, Chairman
BOARD OF COMMISSIONERS

APD:EF

RECEIVED
MAR 1 1966
OF

RECEIVED
MAR 9 - 1966
FOR FILING
U-318 (10)
6748

541

March 9, 1966

Mr. A. P. Di Benedetto, Chairman
Board of Commissioners
West Slope Water District
3105 S. W. 89th Avenue
Portland, Oregon 97225

Re: Temporary Adjustment of 12" Water Main, Vista Ridge-Eastbound Tunnel Section, Sunset Highway, Multnomah County
Project No. U-318(10)

Dear Mr. Di Benedetto:

This is in reply to your letter of February 18 in which you ask for advice concerning the construction of a temporary bypass to accommodate our construction at the west portal of the Vista Ridge Tunnel.

We have instructed our contractor to conduct his work in such a manner that he will not interfere with your existing 12" water main until your new supply line to the Portland high level water system is completed.

We understand the anticipated completion date for this work is March 31, 1966. It will be very much appreciated if your contractor could conduct his work so that the new line will be in operation by this date.

It is understood that the responsibility for any costs involved in the relocation of your line will be as stated in Mr. Larkins' letter to Mr. Cooper dated August 13, 1965, and as agreed in my letter to Mr. Larkins dated August 26, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
Victor D. Wolfe
T. W. Litchfield
R. L. Porter
F. D. Morgan
A. E. Johnson

TWL:bjm srb

2984

WEST SLOPE WATER DISTRICT

WASHINGTON COUNTY, OREGON

3105 S.W. 69TH AVENUE • TELEPHONE 292-277
PORTLAND, OREGON 97225

February 18, 1966

MAR 1 66

CERTIFIED
No. 763316
MAIL

BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
Salem, Oregon

Subject: Vista Ridge Tunnel Section
Sunset Highway
Project No. U-318 (10)

Dear Mr. Cooper:

Will you please inform us whether you intend to install a bypass on our 12-inch supply line around the construction area at the west portal of the Vista Ridge Tunnel.

If so, what is your schedule covering the work?

As you have been advised the West Slope Water District accepts no responsibility for (1) payment of any costs involved, (2) damage to the line during or as a result of construction work, or (3) interruption of service to the 10,000 users in the WEST SLOPE area.

Very truly yours,

WEST SLOPE WATER DISTRICT

A. P. Di Benedetto

A. P. Di Benedetto, Chairman
BOARD OF COMMISSIONERS

3 copies to Benedict
9-23-68

APD:EF

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
FEB 23 1966
CONSTRUCTION DIVISION

RECEIVED
FEB 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 15 1966

FOR FILING

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6 18

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1966

To: Mr. I. D. Merchant
Bridge Engineer

SUBJECT: Pre-Blast Surveys, etc.
Vista-Ridge E. Bound
Tunnel Section
Contract No. 6748

Building

I have been furnished with a copy of the letter dated February 9, 1966, from M. D. Vinyard, Vice President of Argonaut Insurance Company, suggesting terms for possible State participation in the cost of pre-blast survey work, and continuing seismograph and air wave measurements. Essentially, there appears to be no legal objections to the proposal.

However, I have a few comments with respect to Mr. Vinyard's proposed endorsement to the policy, which he proposes in lieu of an express hold harmless agreement. The proposed endorsement is set forth at the bottom of p. 2, and top of p. 3, of Mr. Vinyard's letter.

First, is the expression "the gathering of survey data," as used in the first paragraph of the proposed endorsement, properly descriptive of all the work proposed to be done on a shared cost basis, including the seismograph and air wave measurements? If not, a sufficiently comprehensive expression should be substituted such as, perhaps, "the gathering of survey, seismographic and related data."

Second, I would in any event recommend that the second paragraph of the endorsement be revised to read as set forth below:

"It is further agreed that the State of Oregon, by participating in such survey /substitute a broader term than "survey" if necessary/ work is not accepting any of the contractor's liability for claims, or releasing the contractor from any of its liabilities, obligations or duties under the requirements of the contract."

G. E. ROHDE
Chief Counsel

GER:bs
CC - Mr. Alan Johansen

FORM E-122X BOM 7-65

RECEIVED
JAN 21 1966
BUREAU OF WATER WORKS

U-318(18)

6748

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY MEMBER
WASCO
DAVID O. SIMPSON MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 17, 1966

City of Portland
Bureau of Water Works
City Hall, Room 100
Portland, Oregon 97204

ATTENTION: Mr. H. K. Anderson

Re: Excavation, Water Main and Electrical Conduit
(S. W. 16th Avenue)
Vista Ridge Eastbound Tunnel Section
Sunset Highway - Multnomah County
Project No. U-318(18) - Contract No. 6748

Gentlemen:

This will confirm our verbal authorization as of December 23, 1965, for the construction of a trench for the installation of electrical conduit and an 8-inch water main.

Portland General Electric Company has been authorized to contract excavation and backfill of this trench to C. J. Montag for a low bid of $6,500.00. The State has agreed to reimburse PGE one-third of $6,500.00, or $2,166.66, as the Water Bureau's share of the cost of excavation and backfill for item 1, page 2 of the City's Estimate of Cost dated December 27, 1965. The remainder of the work and materials required to complete the relocation of this water main will be reimbursed as detailed in the City's Estimate.

Very truly yours,

PGP:bjm

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

cc: F. B. Klaboe
A. W. Parsons
L. H. Young
C. H. Maison
A. E. Johnson
Wm. Ikola
Jack Hesla

FORM E-129X 50M 7-65

RECEIVED
JAN 21 1966
FOR FILING

U-318(18)

6748

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 17, 1966

Portland General Electric Company
621 S. W. Alder
Portland, Oregon 97205

ATTENTION: Mr. C. J. Robertson

Re: Excavation, Water Main and Electrical Conduit
(S. W. 16th Avenue)
Vista Ridge Eastbound Tunnel Section
Sunset Highway - Multnomah County
Project No. U-318(18) - Contract No. 6748

Gentlemen:

Your joint plan with the City of Portland Water Bureau for the adjustment of the above-captioned facilities as submitted with your letter of December 22, 1965 on this project, has been approved by the State and the Bureau of Public Roads. This will confirm our concurrence in the award of the contract to the low bidder, C. J. Montag, for the sum of $6,500, and authorization to proceed with the work as of December 23, 1965.

It is understood that the State on behalf of the Water Bureau will reimburse Portland General Electric Company one-third of $6,500, or $2,166.66, for the Water Bureau's share of the cost of excavation and backfill for this main. It is further agreed, upon prior approval of the State and the Bureau of Public Roads, the State will reimburse PGE one-third the actual cost of any additional work which may become necessary, as detailed in your above-mentioned letter.

Reimbursement for work performed subsequent to December 23, 1965 in the amount of $2,166.66 will be made in accordance with Paragraph 7-c(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

PGP:bjm
cc: F. B. Klaboe
A. W. Parsons
L. H. Young
C. H. Maison
A. E. Johnson
Wm. Ikola
B. P. Huntley
Jack Hesla

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

Form CD-121 (11-63)* (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 13, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project U-318(10)
Vista Ridge Eastbound Tunnel Section
Sunset Highway

As requested in Mr. Edwards' January 7, 1966 letter, and for the reasons given in an attached letter dated December 30, 1965 from the Chief Counsel to your Bridge Engineer, we hereby concur in the acceptance of an insurance policy slightly modified from the contract specification requirements. Our approval is with the understanding that the modifications, as outlined in Mr. Edwards' letter, will be effected by a price agreement with no transaction of money involved.

Attachment
Secure PA
CO to BPR

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JAN 4 - 1966

Form C-121 (11-63) (Prev. Ed. A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon (97301)

DATE: December 30, 1965

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-318(10)
Vista Ridge Tunnel (EB)
City of Portland Water Bureau Utility Adjustment

Our November 10 memorandum authorized you to proceed with the subject utility's adjustment; subsequent to that time certain conditions have developed to warrant modification of the original agreement. Mr. Preston's December 24 letter has submitted data concerning this modification which involves the enlargement of the excavation for the Water Bureau's water main previously approved as Item 1, page 2 of the September 27, 1965 City estimate. This enlargement is to allow joint installation of Portland General Electric Company nonreimbursable facility.

Per agreement between the subject utility and PGE, the excavation was to be accomplished by the contract method by PGE with the Water Bureau to participate in one-third of the low bid, or $2,166.66, which is a reimbursable cost.

Approval of this procedure and the use of the contract method is hereby approved, and confirmation of our December 23 authorization to proceed is hereby granted. Approval and reimbursement for the eligible portion of this work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

It is understood that installation of the materials required to complete this relocation will be in accordance with the previously approved agreement, including the betterment of installing an 8-inch line in place of the 6-inch line.

RECEIVED
JAN 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Asst. State Hwy. Engr.
1-4-66

F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 27 1965
FOR FILING
4-318(10)
6748

December 23, 1965

Oregon State Highway Commission

Gentlemen:

On December 22, I forwarded you a letter re the Sunset Highway tunnel under Vista Ridge.

The first sentence of the second paragraph should read:

Work has now been completed and the consulting firm has submitted a formal report.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

CC: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
I. D. Merchant
C. H. Maison
L. H. Young
A. E. Johnson
L. W. Rulien

RECEIVED
DEC 23 1965
FOR FILING

4-318(10)

6749

December 22, 1965

Oregon State Highway Commission

Gentlemen:

On March 11, 1965, the Highway Commission entered into an agreement with Parsons, Brinckerhoff, Quade & Douglas to review the plans and specifications for the Sunset Highway tunnel under Vista Ridge. This was done at the specific request of the Federal Bureau of Public Roads.

Work has not been completed and the consulting firm has submitted a formal report. I recommend that you accept the report and authorize final payment, subject to necessary audits. The cost of this work is not to exceed $26,000.

The matter will be on the agenda for the January 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Flynt Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
I. D. Merchant
C. H. Maison
L. H. Young
A. E. Johnson
L. W. Rulien

RLP:ms bg

RECEIVED
DEC 15 1965
FOR FILING
U-318(10)
6744

#168

December 14, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Vista Ridge Eastbound Tunnel
Contract No. 6748
Oregon Project U-318(10)

Dear Sir:

Please refer to your memorandum of November 29, 1965 regarding the subject project. As you know, the plans and specifications for this project carried the approval of the Consulting Engineers and was awarded on November 19. Items listed in your memorandum will be discussed in order:

1. The structural steel item consisting of the supporting steel ribs with miscellaneous metal was bid as a unit price item. It is the State's belief that under no circumstances will the rib spacing be increased over that shown on the drawings. However, if and during the tunnelling operations the State decides that more ribs at a decreased spacing are required, the metal will be paid for at the unit bid price. If, however, the contractor places additional ribs for his own use during construction, this will be considered to be for the contractor's convenience and will not be a pay item.

2. Because of the various utilities to be constructed under the floor system of the rigid frame, considerable excavation is required which will be replaced with compacted rock spoil from the tunnelling operations. This compacted rock backfill over a non-compressible layer of existing material which, in turn, is supported on rock, will provide the necessary foundation and it is the State's belief that short piling

driven to point bearing on rock would be unnecessary to furnish foundation resistance.

3. Your memorandum requested that transverse expansion joints should be used throughout the tunnel with a spacing of about 40 feet. Due to the curvature and the mass of concrete per lineal foot in the tunnel, lining operations are limited to approximately 20 feet in linear measurement. It is our belief that the main problem is the drying shrinkage of the concrete during its curing and not expansion. Plans indicate a construction joint through the tunnel lining and ceiling at approximately 20-foot spaces with no reinforcing steel or steel rib bracing extending through the joint. It is our belief that this is the best construction and we do not propose to make any changes.

4. The 24-inch membrane waterproofing as indicated on Drawing 20566 will be expanded during the construction operations by price agreement to cover all vertical, longitudinal, or transverse wall and slab construction joints. Membrane waterproofing on vertical surfaces will not be protected by the two-inch mortar protection course. However, the two-inch mortar protection course will be used on horizontal top slab membrane joints. It is our belief that dampproofing is not required.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. M. Young (enc.)
C. M. Maison (enc.)
Ivan Merchant
A. E. Johnson (enc.)

IDM:en jwa

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ILLABOE EDWARDS

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 29, 1965

In reply refer to:

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-318(10) Vista Ridge Tunnel

The P S & E for subject project has been reviewed by our Washington office, and they offer the following comments for your consideration: 4-1

1. Relative to steel supports during tunnel driving operations it is understood the contractor will be responsible for the safety of the tunnel and if additional steel support is required, even though left in place permanently, no additional payment should be made for that steel.

2. Since the rigid frame structure on the "OJ" line will carry the main tunnel approach roadways over Jefferson Road, we question the use of selected rock embankment type of foundation for this structure due to the possibility of settlement and recommend considering in lieu thereof piles or piers to sound rock. 20566

3. Transverse expansion joints should be used throughout the tunnel with a spacing of about 40 feet. These joints should be similar to the expansion joint detail shown on Drawing No. 20828 with longitudinal reinforcing bars in the tunnel structure cut on both sides of the respective joints; conduits passing through the expansion joints should be with expansion fittings. The tunnel ceiling expansion joints should be spaced so as to line up and coincide with the layout arrangement of the expansion joints in the tunnel arch and sidewalls. All expansion joints should have neoprene waterstops.

4. The membrane waterproofing called for at the stone drains behind the rigid frame should be extended around the entire structure; as a minimum requirement dampproofing should be applied on all surfaces exposed to the earth.

Merchant
Please Prepare rough draft

RECEIVED
NOV 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

DEC 1 - 10 5 PM

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 8 - 1965
FOR FILING
11-218(11)

CARL E. GREEN & ASSOCIATES
CONSULTING ENGINEERS
6748 CIVIL, HYDRAULIC, SANITARY & STRUCTURAL ENGINEERING
~~INVESTIGATIONS, REPORTS,~~ APPRAISALS, DESIGN, SUPERVISION OF CONSTRUCTION

510 HENRY BUILDING
PORTLAND 4, OREGON
CAPITOL 7-2770

File 2

Date December 7, 1965

12-8-65
REFERRED TO
Robde - Litchfield Morgan
Young Murdock
By Asst. State Hwy. Engr.
Plans to Litchfield w/ orig letter

State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. Fred B. Klaboe,
Assistant State Highway Engineer

Gentlemen:

Re: West Slope Water District

On November 23 bids were received by West Slope Water District for the construction of a new supply line from the Portland high-level water system to the existing West Slope supply line along Canyon Court west of Highland Road.

A contract has been let to Arndt-Colt Construction Co. for the installation of the pipe line, and the City of Portland is proceeding with the construction of about 400 feet of the line connecting to their Arlington Heights system and a master meter vault which will make service possible.

Upon completion of this line, and after it is placed in service, it will be possible for the Vista Tunnel construction to proceed without disrupting water service to the West Slope Water District.

I furnish herewith a set of plans for the job as let to Arndt-Colt in order that you may be advised of the status of the problem at this time.

Very sincerely yours,

CARL E. GREEN & ASSOCIATES

Carl E. Green

By Carl E. Green

CEG/s
cc: State Highway Department
Metropolitan office
5821 N. E. Glisan Street, Portland

cc: West Slope Water District

cc: Mr. Robert L. Ricken

RECEIVED
DEC 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 9 - 1965
FORM 8-32 8CH 3-65 SP*6470-784

4 Morgan
2 Decker B
1 Bond B
3 Barbee
3 Walker
6
Poass E
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
DEC 1965
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
December 6, 1965

BOX FILING
6748

SUBJECT: Vista Ridge Eastbound Tunnel
Contract: 6748

To: Mr. F. D. Morgan
Construction Engineer
State Highway Building
Salem, Oregon 97310

A conference was held Friday morning, December 3, between the contractor on the tunnel project, the various utilities involved and members of the Highway Department. This was not a pre-construction conference in the strict sense of the word, as the contractor's tunnel man had just arrived and they had not had time to get together on scheduling. It was thought advisable, however, to acquaint both the contractor and the utilities with each other's problems.

During the meeting, the West Slope Water District representative, Mr. R. F. Grefe, was asked how soon they could have their new line in operation. He said they would award a contract in approximately a week, and that their contract stipulated 120 days. He further stated that they did not charge the contractor working time during bad weather, so it appears the 120 days could be on the basis of workdays. This could stretch the contract out most of the summer.

This is written for your information only. Further details will be furnished when we have the contractor's schedule.

A. E. Johnson
Metropolitan Engineer

By A. V. Benedict

A. V. Benedict
Assistant Metropolitan Engineer

AVB:sh

cc Mr. Ivan D. Merchant
Mr. William Ikola
Mr. Jack Heala

RECEIVED
DEC 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

copies sent 12-9-65

cc Rohde, Porter

12-7-65 It appears that this will be a very successful job. Glad to see it started.

RECEIVED
DEC 3 - 1965

FOR FILING U-318(10)

Form CO-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO: 6748 Mr. ~~Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

DATE: November 29, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

T. Dec
Engineering Coordinator

SUBJECT: Oregon Project U-318(10)
Vista Ridge Eastbound Tunnel Section

As requested in Mr. Young's letter of November 24, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of November 19, 1965 in the award of contract No. 6748 to Donald M. Drake Co. and Winston Bros. Co., of Portland, Oregon, low bidder in the amount of $4,181,131.00 at the October 12, 1965 bid opening.

REFERRED TO
Young
By Asst. State Hwy. Engr.
12-2-65

NOTED
E.B. KLABOE

RECEIVED
NOV 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 26 1965
FOR FILING

November 24, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of November 19, 1965, is requested in the award of contract for the Vista Ridge Eastbound Tunnel, Project No. U-318(10).

The contractor receiving the award is Donald M. Drake Co. and Winston Bros. Co. in the amount of $4,181,131.00 with the Contract No. 6748 assigned. This bid was received on October 12, 1965 and awarded November, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the state's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ed

RECEIVED
JAN 13 1966
FOR FILING
4-318(10)
6748

November 19, 1965

Donald M. Drake &
Winston Bros. Co.
1600 S. W. Sevier Street
Portland, Oregon 97209

Gentlemen:

The State Highway Commission on October 14, 1965, accepted your proposal for construction on the Vista Ridge East Bound Tunnel of the Sunset Highway in Portland, Multnomah County for the sum of $4,181,131.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6748.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
NOV 18 1965

Form CD-121 (11-63) (Prsc. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6748

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 10, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project U-318(10), Vista Ridge-E.B. Tunnel Section
City of Portland Water Bureau Utility Adjustment

Our memorandum dated September 13, 1965 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated July 20, 1965, furnished with the P.S. & E. documents for the physical construction, and the above-mentioned utility's letter dated September 27, 1965, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated October 8, 1965.

The agreement between the city of Portland and the State has not been approved pending further review by the city. It is understood that agreement has been reached with the city on the section east of the eastern portal of the tunnel. Our approval of this work is predicated on this understanding.

Our program memorandum dated December 1, 1964 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

orig to Young
copy to Litchfield
11-15-65

RECEIVED
NOV 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 25 1965

Form CD-121 (11-63) (Prev. Ed. May Be Used) Acc. No. 10-10

UNITED STATES GOVERNMENT

Memorandum

U-318(10)
C-748

KLHBOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 19, 1965

In reply refer to: 08-35.DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project U-318(10)
Vista Ridge Tunnel

We hereby approve the change in pavement width from 21 feet to 26 feet for the O-J line on the subject project for the reasons outlined in Mr. D. J. Barbee's October 12, 1965 letter.

Our approval is with the understanding that the O-J line will be striped for one lane traffic and its use for two lane traffic restricted to emergency conditions only.

REFERRED TO
Barbe - Young
BY ASST. STATE HWY. ENGR.
10-25-65

NOTED
F. B. KLABOE

RECEIVED
OCT 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 20 1965
FOR FILING

FORM E-80 50M 3-65 SP*6470-724

11-318(10)

1743

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 15, 1965

SUBJECT: Vista Ridge Runnel Section
Highlands Interchange-Stadium Freeway
Sunset Highway

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

This is in answer to your request to be advised of the effect of the changed completion date on the subject project. The new date being September 30, 1967.

Our next unit of the Stadium Freeway is programmed so as to be able to haul the excavation through this tunnel in the summer of '67. This change will mean either a postponement or an extension of the Stadium contract so as to allow for this fall tunnel completion date. There are some 400, 000 yards of excavation to be hauled via the tunnel.

F D. Morgan
Construction Engineer

By D.J. Barbee

NOTED
F.B. KLABOE

D.J. Barbee
Assistant Construction Engineer

DNS:jp

RECEIVED
OCT 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 18 1965
Public Roads

U-318 (10)
C748

October 14, 1965

Mr. A. V. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Tentative concurrence is requested in the award of contract for the Vista Ridge Eastbound Tunnel Section, Project No. U-318(10). Bids were received October 12, 1965.

Donald M. Drake and Hinston Bros. Company, of Portland, submitted the low bid of $, , , which was $515,[illegible] (1[illegible].0%) over the Engineer's Estimate of $3,666,[illegible]. Peter Kiewit Sons' Co. of Omaha, Nebraska submitted a bid of $,20 ,710.25 and Lord Bros. Contractors, Inc., of Portland submitted a bid of $,273,795. Four other bids were received ranging from $,366,136 to $5,[illegible]30,775.

We consider all of the bidders to be reputable and well qualified for this type of work.

The major bid increase was in price bid for Item No. 45, Tunnel Excavation, Unclassified. The Engineer's Estimate was $12.00 per cubic yard and the three low bids are $22.66, $26.65 and $27.00 per cubic yard respectively. The other four bids ranged from $22.00 to $35.60 per cubic yard. Our cost was yet partially based his estimate on the last tunnel we constructed in 1956 and didn't investigate current construction costs for similar work outside of Oregon. It is our opinion the bids are fair and reasonable for this work and that our Engineer's Estimate was too low. This is mainly due to lack of experience in tunnel construction.

We feel it would be in the public interest to award the contract at this time rather than readvertise the project at a later date to receive bids approximately the same or higher.

A favorable reply will be appreciated and any further information will be submitted if necessary.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DAM:ec

cc: R. L. Porter
F. B. Klabon
F. D. Morgan
I. D. Merchant
R. H. Chase

FORM E-123X 50M 2-65
RECEIVED
OCT 1 0 1965
FOR FILING
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WOODBURN
DAVID B. SIMPSON, MEMBER
PORTLAND
U-371(1)
1.714

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 12, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: Vista Ridge Tunnel
Highlands Interchange-Stadium Freeway
Sunset Highway

Dear Sir:

This is in answer to your letter of October 6 requesting justification for the increased width on the O-J line west of the subject tunnel.

Our reason for doing this is simply that if at any time the eastbound tunnel is blocked, two lanes will be provided for in-bound Portland traffic. Such blocking could be caused by a severe accident, a burning oil truck, or possibly some types of maintenance work. If such blocking should occur in the future westbound tunnel, traffic will have two lanes out of town, so no provision need be made.

It is our intention to stripe the O-J line for one lane and use as two lanes only for emergencies. The estimated cost of the widening is approximately $60,000.

Very truly yours,

NOTED
F.B. KLABOE

Forrest Cooper
State Highway Engineer

By D. J. Barbee

D.J. Barbee
Assistant Construction Engineer

DNS:jp

cc: F.B. Klaboe

RECEIVED
OCT 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 11 1965
FOR FILING

Form CD-121 (11-63) (Prot. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 6, 1965

In reply refer to: 08-35.6

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project U-318(10)
Vista Ridge Tunnel

We have reviewed your September 23 and September 29, 1965 letters to prospective bidders on the subject project.

Your increase in width of the pavement on the O-J line is indicated in the September 23 letter to prospective bidders. We have no particular objection to this increase in width, provided you can furnish us sufficient justification outlining the cost and description of the change on how you proposed to handle the design traffic, as indicated in our September 3, 1965 memorandum. Our approval of this change is still subject to the submission of this data.

REFERRED TO
BY ASST. STATE HWY. ENGR.

RECEIVED
OCT 7, 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 50M 2-65

RECEIVED
OCT 1 1965
PLANNING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

U-318(10)

L-71-1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
OCT 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

October 8, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: East Portion of City of Portland
Water Bureau Adjustment
Vista Ridge-E.B. Tunnel Section
Sunset Highway - Multnomah County
Project No. U-318(10)

Dear Sir:

Herewith you will find the following data pertaining to this project:

(1) Two copies of Mr. Hesla's letter dated October 4, 1965 which recommends approval of this method of adjusting these conflicts.

(2) Two copies of the company's estimate of cost for doing the work dated September 27, 1965.

(3) Two copies of a sketch map prepared by the company showing the work to be done.

NOTED
F. B. KLABOE

Our Staff Attorney's letter describing the conflicts and establishing the obligation of the State to reimburse the company for the adjustments was submitted with the writer's letter of August 25, 1965.

Your approval of this agreement as evidenced above, including the payment of 82.68% of the actual cost of installing an 8" main as detailed in Item 1, Page 2 of the City's above-mentioned estimate, and authorization to proceed with the work under the provisions of PPM 30-4 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

encs.

cc: F. B. Klaboe
V. L. Gallagher (4)

RECEIVED
OCT 11 1965
FORM E-30 REV 7-64 SP*6229-734
FOR FILING
1-318 (10)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 7, 1965

To: Memo to the Files

SUBJECT: Vista Ridge East Bound Tunnel Project

Mr. Pat O'Callahan of Lord Bros. Contractors, Inc., was in the office this morning and brought with him the attached statements of A. J. Cheff Construction Company. Mr. O'Callahan stated that if their company is given a proposal form for the above project and if they are successful bidders they will secure the services of A. J. Cheff Construction Company to perform the tunnel construction.

Mr. O'Callahan's pencil letter and attached statements of A. J. Cheff Company was presented to Mr. R. L. Porter for review. At the suggestion of Mr. Porter, I telephoned Mr. Russell Gochnour, AGC office in Portland, concerning this contractor. Mr. Gochnour did not have any record on this firm in his office and he said he would contact the AGC office in Seattle and call me back.

At 4:50 p.m. today, Mr. Gochnour telephoned with the following information concerning the Cheff Construction Company:

> They were a member of the AGC Mountain Pacific Chapter in Seattle up to 1962. They were dropped for nonpayment of dues, however, collection has now been made.
>
> Gochnour talked to two different individuals in Seattle and both of them stated that this firm has had a substantial amount of tunnel experience.
>
> They told him that A. J. "Boots" Cheff and Frank Cheff are the best tunnel men in the Firm.

This morning I talked with Mr. Porter and gave him the information which Mr. Gochnour gave me concerning this firm. Mr. Porter stated that he had also talked to A. V. Bennedict regarding Lord Bros. present work in the Portland area. Mr. Porter gave his O.K. for us to give a proposal to Lord Bros. Contractors, Inc., to bid on the Vista Ridge Tunnel Project.

C. W. Head

C. W. Head
Assistant Secretary

CWH:gc

Oregon State Hwy Dept
300 Building
Salem Oregon
Attn Mr. R.L. Potter Deputy Highway Engr.
Subject: Burnt Ck. Tunnel
bidding Vista Ridge Tunnel Job.

Gentlemen:

In the event that our company is successful bidder on the Vista Ridge Tunnel project we have secured the services of the A.C. Cheff Crushing Co who will do the tunnel work on this project. We are submitting a statement from this company concerning their tunnel experience and the tunnel equipment that they have to complete the work.

We wish to bid this job as Lord Bros Contractors Inc.

Very truly yours,

Asst. to the President.

RECEIVED
OCT - 7 1965
OREGON
STATE HIGHWAY COMMISSION

(Lord Bros. Contrs. Inc.
Preq for $3,400,000 (5)

NOTED
C. W. HEAD

PS: I will send you the bid in the next two days. This will help you for your preliminaries with the bonding Co and Oregon Highway.

C-J

PARKWAY 3-7554
PARKWAY 5-2400

A. J. CHEFF CONSTRUCTION CO.
GENERAL CONTRACTORS
10054 WEST MARGINAL WAY
SEATTLE 88, WASHINGTON

Tunnels

Oct 5-'45

To Lord Bros.

9233 North Advance Rd

Portland: The following is some of our Tunnel Experience. That is A. J. Cheff Co.

Foreman on Boulder Dam Tunnels 1932-33

Bor. Size 60 ft diameter

San Gabriel Tunnel 1933-34 - Morrison Knudson Co. City of Los Angeles as Tunnel Foreman, 30 ft dia.

El Capitan Tunnel San Diego, T. E Connelly Co San Francisco 1933-34 .. Tunnel Foreman 25 ft dia.

Yerba Buena Traffic Tunnel, San Francisco Bay T.E. Connelly Co Tunnel Foreman 1934. 30 ft dia.

Fort Peck Tunnels 1935 U.S. Govmnt Engineers Silas Mason & Walsh Const. Tunnel assistant Supt.

Boise Project Bureau of Reclamation, Morrison Knudson Co. Supt of Tunnels.

PARKWAY 3-7554
PARKWAY 3-2400

A. J. CHEFF CONSTRUCTION CO.
GENERAL CONTRACTORS
10054 WEST MARGINAL WAY
SEATTLE 88, WASHINGTON

By A J Cheff Co.
U.S. Engineers - Bonneville Dam Spillway Tunnels. 1938-39
Sub-contract from Morrison Knudson Co — Time Contract 10,000 ft

By A.J. Cheff Co
City of Seattle, City Light Dept. Power Tunnels
Skagit Project. Two 28 dia Tunnels under sub-
contract from Morrison Knudson Co, Mac Co
and General Const Co — Seattle. 2,000,000 ea 1945-46

Bureau of Reclamation Columbia Basin, C Sullivan
Dam Diversion Tunnel Contract 200,000 ea 1947

Bureau of Reclamation; Shasta Tunnels, Water
Tunnels. Contract 1,065,000 ea California 1951-52

Tabes Tunnels Montana Missouri Basin Reclamation
Diversion Tunnel 21 ft Dia. Contract 1,955,000 ea
Dan Jones Const Co and A J Cheff Const Co. 1952-53

Arrow Creek Tunnel Montana - Bureau of Reclamation
A J Cheff Const Co Contract 1,150,000 ea 1952-1953

PARKWAY 3-7554
PARKWAY 5-2400

Page 3.

A. J. CHEFF CONSTRUCTION CO.

GENERAL CONTRACTORS
10054 WEST MARGINAL WAY
SEATTLE 88, WASHINGTON

City of Spokane Sewer Tunnels 1954 & 55.
A. J. Cheff Co Contract. 977,000 ± 1952-53

University of Washington, Storm Sewer Tn
A. J. Cheff Co Seattle Contract 965,000 ± 1952

City of Portland Sewer Tunnels. Storm Sewer
and A. J. Cheff Const, Contract 965,000 ± 1952

Bureau of Reclamation Wyoming Trifle Creek
Tunnel. Guy Jones Const and A. J. Cheff Const
Contract 550,000 ± 1955.

Bureau of Reclamation Montana. Helena Valley
Project. Guy Jones Const and A. J. Cheff Const. Co.
Contract 3,000,000 ± 8 ft Bore 16,000 ft long.

Bureau of Reclamation Oregon. Talent Project
Contract 1,215,000 ± A. J. Cheff and Clancy Bros
1955

PARKWAY 3-7554
PARKWAY 5-2400

Sheet 4

A. J. CHEFF CONSTRUCTION CO.
GENERAL CONTRACTORS
10054 WEST MARGINAL WAY
SEATTLE 88, WASHINGTON

Skagit Power Project. Pacific Power & Light, Bechtel Engineers. Sub Contract by A.J. Cheff Const Co from J.A. Jones Co. 28 ft dia Bore 60 dia Shaft. Contract 2,850,000 — 1957-58

City of Bellingham. Water Tunnel 10,000 ft Bore 7 ft. Contract 1,800,000 — with Peninsula Dev. Guy James Const Co & A.J. Cheff Const Co. Consulting Engineers Portland 1957-60

City of Sacramento Calif. City Light Dept. Power Tunnel. Bechtel Engineers 14 ft dia Bore 18,500 ft long Contract 3,450,000 — Guy James Const A.J. Cheff Const Co, 1959-60-61

City of San Diego Sewer Tunnel. 12000 ft, Subcontract from C.F. Hogan — 1962-63-64

(S) Cheff

PARKWAY 3-7554
PARKWAY 5-2400

A. J. CHEFF CONSTRUCTION CO.
GENERAL CONTRACTORS
10054 WEST MARGINAL WAY
SEATTLE 68, WASHINGTON

Oct 5-65

Ford Bros.

We have the following Equipment available for the Vista Traffic Tunnel, Oreg. Highway Dept.

4 Conway Mucking Machines #700.

2 Eimco Overshot Mucking Machines.

4 Eimco #24 Rail Type Loaders for Tunnels

11 Locomotives Battery Storage Type with 7 various sizes and gauge - Tank Dimensions

50 Mine Cars and Haulage Cars etc. for Tunnels

Air & Ventilation Tunnel Systems with various fan sizes. Rock Drills of various Types, Mine & Tunnel Jumbos for Rock Drills Mountings various sizes.

Concrete Jumbos. Pumpcrete Dou[illegible]

PARKWAY 3-7554
PARKWAY 3-2400

Page 2 Equipment

A. J. CHEFF CONSTRUCTION CO.
GENERAL CONTRACTORS
10054 WEST MARGINAL WAY
SEATTLE 88, WASHINGTON

3 - 900 Portable Compressors.

1 - 600 Portable Compressors.

2 - D-2 Cat Dozers.

2 Cat 977 Loaders

1 - T 40 - 7 yd Loader.

2 - Truck Cranes,

Tunnel Piping + Rails and Misc Tunnel Equipment
+ Tunnel Concrete Equipment,

Tunnel Electrical Transformers Switches
Wire, Elect Serv for Tunnel Construction;

Tunnel Pumps for Concrete Placement.

A. J. Cheff

PARKWAY 3-7554
PARKWAY 5-2400

Lord Bros. A. J. CHEFF CONSTRUCTION CO. Cert S-6 K,

GENERAL CONTRACTORS
10054 WEST MARGINAL WAY
SEATTLE 88, WASHINGTON

Tunnel Personell Includes but not limited To,

Oscar Cheff, Experience as Tunnel Superintendent and Tunnel Rigid Sign. Top Ability. 25 years.

Ora J. Cheff, 30 years Experience cited on First Letter.

Homer Cheff as Tunnel Superintendent. 20 yrs.

Robert Cheff as Tunnel Superintendent. 12 yrs.

Elmer Cheff Tunnel Superintendent 14 years.

Other personell as Master Mechanics.

and Tunnel Foremen, etc.

RECEIVED
OCT 11 1965
FORM H-30 BOM 7-64 SP*6229-734

U-318 (10)
C744

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1965

SUBJECT: Vista Ridge East Bound Tunnel Project

To: Memo to the Files

The attached memo to the files dated October 6, concerning Radco Construction, Inc. and Alvaro Bea request to bid the above project as a joint venture was shown Mr. R. L. Porter today. Mr. Porter also reviewed these firms prequalification statements. He suggested that I contact Mr. Russell Gochnour, ~~agency~~ 255 in Portland, to see if they have any record on this contractor.

Later in the day I telephoned Mr. Gochnour and he stated that Radco Construction, Inc. is a member of the Northern California AGC Chapter and is in good standing. He also mentioned that this firm was a member of the Oregon Chapter ~~Agency~~ 465 while they were working at Blue River, Oregon for the Corps of Engineers. Mr. Gochnour said that an officer of the Radco Company was talking to Henry Hannan the other day concerning the Vista Ridge Tunnel Project.

The above information was given to Mr. Porter and he approved the issuing of a bidding proposal to Radco Construction, Inc. and Alvaro Bea to bid the above reference project as a joint venture.

C. W. Head
Assistant Secretary

CWH:gc

FORM E-30 5011 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1965

To: Memo to the Files

SUBJECT: Vista Ridge East Bound Tunnel Project

The following firms have recently prequalified with us as follows:

Radco Construction Inc.
2495 Huntington Drive
San Marino, California
$780,000 - 5 factor

Alvaro Bea (Individual) (Also Bea is the Pres. of Radco)
1325 Shenandoah Road
San Marino, California
$2,950,000 - 3 factor

These firms are interested in bidding the above project as a joint venture.

In Radco Construction, Inc.'s prequalification statement they have listed that they have performed a tunnel project for the U. S. Corps of Engineers in the amount of $741,905 at Blue River, Oregon, in 1965.

I contacted a Mr. Wells with the U. S. Corps of Engineers in Portland concerning this contract. Mr. Wells stated that this job was completed earlier this year and that they have rated the contractor as satisfactory. He mentioned that the project started slow and the quality improved after a new Project Manager was assigned to the job. Mr. Acuna was the man that was pulled from job.

The tunnel was solid rock. He stated that the job was completed on time in April, 1965 and there was no liquidated damages involved.

Mr. Wells mentioned that safety was a big problem with the original Project Manager, however, with the new Project Manager the safety improved.

Radco did not do the concrete lining as this was under a separate contract. It was a 23½ foot circular tunnel and 1600 feet in length.

C. W. Head
C. W. Head
Assistant Secretary

CWH:jf

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OCT 5 - 1965
FOR FILING

U-318 (10)
6144

WEST SLOPE WATER DISTRICT

WASHINGTON COUNTY, OREGON

3105 S.W. 89TH AVENUE • TELEPHONE 292-2777
PORTLAND, OREGON 97225

October 1, 1965

RECEIVED
OCT 4 1965
OFFICE OF
STATE HIGHWAY ENGINEER

State Highway Department
State of Oregon
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe, Assistant State Highway Engineer

Gentlemen:

Re: West Slope Water District
Supply Main Jefferson Road

This refers to your letter of September 28. The West Slope Water District must maintain the 12" supply line in service until such time as the proposed facility from the Portland Arlington Heights high level system can be constructed, connected to the District's supply line on Canyon Court west of the Highlands Junction, tested and judged fully serviceable.

If the proposed new facilities are not completed before your contractor is ready to work in the area of conflict of the eastbound Vista Ridge tunnel, then a temporary bypass around your contractor's work will be essential.

Requests have been made and negotiations are under way with the Bureau of Water Works and Bureau of Parks of the City of Portland for the proposed alternate service and for easement to lay a pipe line through a portion of the city park. Negotiations are under way with property owners in the Highlands area through which the pipe line must pass for pipe line easements; and application is being made to Multnomah County for a permit for construction on Barrow Lane, Highland Road, and for a crossing of Canyon Court.

As has been previously stated the Water District believes that all costs involved in maintaining temporary service or in effect taking over the facility of West Slope are properly chargeable to the Highway improvement program, and it is understood that this matter is to be resolved by court action at a later date.

Very truly yours,

Edward C Larkins

EDWARD C. LARKINS, CHAIRMAN
BOARD OF COMMISSIONERS
WEST SLOPE WATER DISTRICT

REFERRED TO
Robt. Lightfoot, Bryan
By Asst. State Hwy. Engr.
Burbank

ECL:EP

NOTED
F. B. KLABOE

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OCT 4 1965
OREGON
STATE HIGHWAY COMMISSION

copies sent
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OCT 1 - 1965
FOR FILING

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Journal
bp

Salem, Oregon
September 30, 1965

V. B. Klaboe
Assistant State Highway Engineer

OFFICE

On September 28, the Highway Commission instructed that the City of Portland is to stand the cost of adjusting its water mains when they are on property outside of City control.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Victor D. Wolfe

OFFICE OF CITY ATTORNEY
CITY HALL
PORTLAND, OREGON 97204
ALEXANDER G. BROWN
CITY ATTORNEY

September 29, 1965

G. E. Rohde, Chief Counsel
State Highway Department
Salem, Oregon 97310

Dear Mr. Rohde:

As you know, a new agreement has been entered into between the City of Portland and the State Highway Department regarding Project No. U-318(10), the Vista Ridge Tunnel Section of the Sunset Highway in Multnomah County. This new agreement incorporates a clause which I suggested to you in my letter of July 28, 1965.

Mr. Jack Heals, Field Utilities Liaison Engineer, and Mr. F. B. Klaboe, Assistant State Highway Engineer, today informed me that notwithstanding the new clause incorporated in our agreement, the State Highway Department expects the City of Portland to pay part of the cost involved in relocating water lines presently in S. W. Jefferson Street. Although there is no wording to this effect in the new clause, they say that the State Highway Department is obligated only for water lines actually existing in the slope between S. W. Canyon Road and S.W. Jefferson Street and is not obligated to pay for relocation of a line on the South side of S.W. Jefferson Street. I do not understand how the wording of the additional clause can lead one to this conclusion.

The clause does not refer to the S.W. Canyon Road right-of-way, nor to the S.W. Jefferson Street right-of-way, but rather to "the right-of-way in which S.W. Canyon Road is located." There is but a single public right-of-way in the area in question. Both streets are located within the same right-of-way and there is no property not designated as right-of-way lying between them.

Further, the new clause relates to "any relocation and extension of city-owned utilities and facilities in said right-of-way necessary to conform said utilities or facilities to the plans for the project." This, it would seem, covers any relocation of a water line that is made necessary because of alteration of the slope on the South side of S.W. Canyon Road contrary to the State Highway Department's agreement of September 11, 1944, regardless of whether the water line is actually within the slope or South of the slope, but still within the public right-of-way.

OREGON
RECEIVED

I am certain that there was no misunderstanding when you, Mr. E. L. Porter, Deputy State Highway Engineer, and myself reviewed this matter, such as to differentiate between lines lying within the slope and those lying beneath it. Therefore, I respectfully request that you convey our interpretation to Mr. Klaboe and Mr. Hosla.

Very truly yours,

ALEXANDER G. BROWN
City Attorney

By_____
Richard A. Braman
Sr. Deputy City Attorney

RAB/fg

Cc: F. B. Klaboe, Assistant State Highway Engineer
Cc: Jack Hosla, Field Utilities Liaison Engineer
Cc: H. Kenneth Anderson, Water Engineer
Cc: Commissioner Mark A. Grayson

RECEIVED
SEP 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION
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FOR FILING

September 28, 1965

Mr. Edward C. Larkins
West Slope Water District
3105 S. W. 59th Avenue
Portland, Oregon 97225

Re: Temporary Adjustment of 12" Water Main, Vista Ridge-Eastbound Tunnel Section, Sunset Highway, Multnomah County Project No. S-318(10)

Dear Mr. Larkins:

Your letter of September 14 to Mr. Cooper did not tell us what you intend to do with your existing 12" water main between "OJ" Line Stations 40 and 43 where it will conflict with the construction of the rigid frame which will carry relocated Jefferson Road under the approach to the west portal of the tunnel.

We must assume that you may not have the new water main you propose to construct finished so that our contractor can proceed with his work in this area by January 1, 1966, without temporarily relocating your existing line.

Inasmuch as we have had no definite commitment from you in this regard, we will, if necessary, have our contractor make whatever temporary adjustments are necessary on an extra work basis. The costs, if any, incurred by the contractor will be paid by the State and charged to the District.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
G. E. Rohde
F. D. Morgan
T. W. Litchfield
A. E. Johnson

cc: The Honorable Mark O. Hatfield
Mr. Carl E. Green, Consulting Engineer
Henry Building, Portland 97204

TWL:bjn srb

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Salem, Oregon
September 27, 1965

Mr. Forrest Cooper
State Highway Engineer

O F F I C E

In connection with the Sunset Highway tunnel, there are two City of Portland water mains that will have to be adjusted or moved. One is within the confines of Canyon Road and because Canyon Road is a city street, the Highway Commission can pay the cost of relocation under present policies. The other main is on what is known as Jefferson Road which is now and always has been a county road.

To compensate the City of Portland for moving the Jefferson Road main would be adverse to past Commission policy; would be contradictory to the Governor's veto of legislation authorizing such expenditure (at the last legislative session); and would be contradictory to a circuit court ruling on the utility case in Klamath County.

The City has indicated that in relocating these mains, it wishes to combine them into one pipe of a larger size. However, the City is adverse to paying any cost of the procedure. It is necessary that we be instructed as to how to proceed.

R. L. Porter
Deputy State Highway Engineer

RLP:cm
cc Mr. F. B. Klaboe
Mr. Victor D. Wolfe

RECEIVED
SEP 20 1965
F.B.K.

Comat
Kl
Sunset

WEST SLOPE WATER DISTRICT

WASHINGTON COUNTY, OREGON

3105 S. W. 89TH AVENUE • TELEPHONE 292-2777
PORTLAND 25, OREGON

September 14, 1965

KLABOE

Mr. Forrest Cooper, State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

This refers to Mr. A. E. Johnson's letter of September 13, which requested that a reply be made directly to you.

Plans are under way for replacement of the West Slope Water District supply line on Canyon Road, between Washington Park and Highland Road, on a location completely out of the Canyon Road right of way.

This will require a new water contract with the City of Portland, approval of the Park Bureau for laying line in Washington Park, a permit from Multomah County for line installation on certain County Roads and easements across one or two parcels of privately owned land. We are expediting the above arrangements as much as possible but at the present time we cannot give you a firm date in reply to your question 2.

We cannot answer question 3 at this time. As was brought out at our meeting at Salem last month, our primary concern is with the proposed fill above the tunnel, which will render the present supply line along Jefferson Road and Canyon Road unmaintainable and unusable both during your construction contracts and after the work is completed.

Very truly yours,

WEST SLOPE WATER DISTRICT

By: Edward C. Harkins
Commissioner

RFG/jz

Marshank
cc Morgan
Young
Litchfield
Roble

NOTED
F. B. KLABOE

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OFFICE OF
STATE HIGHWAY ENGINEER

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STATE HIGHWAY COMMISSION

copies sent 9-20-65

RECEIVED
AUG 27 1965
Portland

August 26, 1965

Mr. Edward C. Larkins, Chairman
Board of Commissioners
West Slope Water District
3105 S. W. 89th Avenue
Portland, Oregon

Re: Sunset Highland Interchange
Stadium Freeway Section

Dear Mr. Larkins:

I have for reply your letter of August 13, 1965, with respect to the relocation of West Slope Water District lines presently located in Jefferson Street and Canyon Road.

We concur to the proposition as stated in numbered paragraphs 1, 2 and 3, except for the location of the stations to which you referred. These can be subsequently determined between the parties. With respect to the first paragraph following numbered paragraph 3, it is agreed that the re-routing of the West Slope supply mains to a location outside the right-of-way of Jefferson Street or Canyon Road would eliminate the conflicts described in paragraphs 1 and 2. Further, it is understood that if the Oregon State Highway Department, as a result of court action, is held responsible for the payment of relocation costs in propositions numbered paragraphs 1, 2 or 3, or any of them, the court shall determine the reasonable cost of a relocation in dollars, less any salvage and benefits, which the Oregon State Highway Department shall be required to reimburse West Slope, in accordance with its decision. This figure, of course, would not necessarily be limited to the route or manner of relocation as chosen by West Slope. It should be further understood, of course, that the nature of the legal action to be brought by West Slope should be a declaratory judgment on the law with a stipulation of the facts by the parties and, further, either party reserves the right to appeal any circuit court decision to the Oregon Supreme Court.

Except as modified by the above, the remaining portion of your letter is acceptable to this office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Hon. Mark O. Hatfield

bc: Forrest Cooper
R. L. Porter
G. E. Rohde
F. D. Morgan
T. W. Litchfield
A. E. Johnson

CKR:lb

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AUG 19 1965
FOR FILING
Const
R/W
Sunset

Salem, Oregon 97310
August 18, 1965

Mr. G. E. Robbs
Chief Counsel
BUILDING

I enclose a copy of a letter to Mr. Cooper from Edward C. Larkins, Chairman, Board of Commissioners for the West Slope Water District. This concerns the meeting held between the West Slope Water District and the Oregon State Highway Department on August 11, 1965.

In this letter, Mr. Larkins states the questions raised and his interpretation of the areas in which agreement was secured.

He also states that he would like written confirmation of the language in his letter in order to make the necessary arrangements for rerouting their supply main out of the construction area.

Please study Mr. Larkins' transmittal and advise me as soon as possible whether or not you agree with the statements contained therein.

F. E. Klabee
Assistant State Highway Engineer

FEK:crb

Enclosure

cc: Mr. D. J. Barbee (letter enclosed)
Mr. T. W. Litchfield (letter enclosed)

FORM E-20 50M 12-62 54676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 17, 1965

To: Memo to the File

SUBJECT: Meeting with West Slope Water District, Vista Ridge Tunnel Section, Sunset Freeway

On August 11 a meeting was held in the Highway Building with various representatives of the West Slope Water District and the State Highway Department to discuss the involvement with a 12-inch water main serving the customers of the West Slope area. A list of the people present is attached.

The meeting began with a general discussion of the background information leading to the necessity for the relocation. Mr. Klaboe explained the State's position to the members of the Water District Board which was to the effect that approximately 900 lineal feet of the existing main would have to be relocated due to the construction of the box culvert to accommodate the relocated Jefferson Road. He advised them that the intention was to place a new 18-inch pipeline beneath the floor of this culvert. He also advised them that about a mile more of their 12-inch line located westerly of the tunnel portal would be also involved, but inasmuch as our work here consists entirely of fill construction, it is the intention of the State to leave this section in place underneath the new high fill. He further advised them that the State was willing, if necessary, to pay the initial cost for the relocation of the 900 feet in the box culvert but that they would eventually seek to recover said costs in their entirety from the Water District.

Mr. Green, the consulting engineer for the Water District, advised that the placing of a high fill over the existing pipe was an unsatisfactory solution as far as his organization was concerned. He also objected to locating said pipe in the floor of the box culvert. Mr. Tweedle stated that it was their opinion that the State Highway Department was liable for the cost of replacing the entire line in kind or of purchasing the existing line at its depreciated value from the Water District. He was advised that we hold a contrary view and that our view was supported by court decisions and opinion of the Attorney

General. Mr. Klaboe showed the members present a copy of their pipeline permit, secured from Multnomah County in 1947, which stipulates under Article 7 that they must relocate if required at their expense and further that if they refused to relocate the highway owner could itself cause the line to be removed and charge the cost to the District.

The next proposal was made by Mr. Green and Mr. Tweedle, and it was that the State purchase the line at some price around $68,000 and the West Slope Water District would abandon it and relocate entirely out of the immediate vicinity of our work. They were advised that we could not consider this proposal in accordance with the legal opinions controlling our actions.

After considerable more discussion, mainly between Mr. Rohde of our staff and Mr. Recken, Water Board Attorney, it was tentatively decided that the Water Board would consider relocating out of the vicinity and pay the first cost of said relocation themselves. They would follow up this work with the instigation of a lawsuit to recover fair and equitable costs from the State. Mr. Rohde enumerated three points that would have to be decided in such a case by the court:

(1) Is, in fact, the State liable in any measure whatsoever? If the court decided "no" on this issue, that would be the end of it.

(2) If they are liable to some extent, what portions of the work are covered by this liability? For instance, the 900 feet in the box culvert must be relocated, but the State contends that the remainder can be covered and need not be relocated. Therefore, the courts would have to decide whether any State liability covers both situations.

(3) If the State is determined liable for the relocation of the line located westerly of the box culvert, what is the extent of said liability? Is it for the cost of replacing a 12-inch line in a lateral location just outside the toe of the fill, or is it the depreciated value of the existing pipe?

Mr. Green stated that he thought he could have a new line constructed and in operation remote from the vicinity of our work prior to November 15 of this year. Mr. Klaboe advised him that we would stipulate in our contract that the contractor must not disrupt the water system until after that date or such extended time as we may deem would be possible to specify and not thereby delay the completion of the tunnel.

It was also pointed out that in the event we specified a November 15 date and the contractor required the area on that date but that the Water District had not succeeded in providing a completed new service, the State could keep their existing line operable through the construction of only about 120 feet of line. Mr. Klaboe advised the Water District that if this became necessary we would make the temporary hookup and pay the contractor on a cost plus basis. Eventually, we would attempt to recover these charges.

At the end of the meeting, Mr. Klaboe asked the members of the Water Board if they were now firm on their decision to remove the water line from the vicinity of our work, pay first costs, and attempt to recover from the State. They advised Mr. Klaboe that the decision had not been made but they would very shortly hold a formal session of the Board and make this decision. Mr. Klaboe advised them that we needed to know, if possible, prior to August 24 when we enter into the PSE stage with the Bureau of Public Roads. Mr. Klaboe was assured by the Water District that they would have an answer as soon as possible.

F. B. Klaboe
Assistant State Highway Engineer

FBK:sw:srb

Attachment

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. T. W. Litchfield
Mr. G. E. Rohde
Mr. A. E. Johnson

MEETING WITH WEST SLOPE WATER DISTRICT - AUGUST 11, 1965

T. W. Litchfield, Utilities Liaison Engr., Ore. St. Hwy. Dept.

R. F. Grefe, Mgr. of West Slope Water District

R. L. Recken, Attorney for West Slope Water District

Milton T. Hector, Board Member, West Slope Water District

A. P. Di Benedetto, Board Member, West Slope Water District

Edw. C. Larkins, Board Member, West Slope Water District

T. W. Tweedle, Budget Comm. Chairman, West Slope Water Dist.

Carl E. Green, Consulting Engineer, Portland

Fred B. Klaboe, Asst. State Highway Engineer, Ore. St. Hwy. Dept.

D. J. Barbee, Asst. Construction Engr., Ore. St. Hwy. Dept.

Frank C. McKinney, Attorney, Oregon St. Hwy. Dept.

G. E. Rohde, Attorney, Oregon St. Hwy. Dept.

WEST SLOPE WATER DISTRICT

WASHINGTON COUNTY, OREGON

3105 S. W. 69TH AVENUE • TELEPHONE 292-2777
PORTLAND 25, OREGON

August 13, 1965

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
Salem, Oregon 97310

SUBJECT: Sunset Highland Interchange
Stadium Freeway Section

Dear Mr. Cooper:

We submit herewith our understanding resulting from conference held in the Oregon State Highway Department offices, Salem, Oregon, August 11, 1965, at 10:30 A.M. attended by the following individuals:

Representing the Oregon State Highway Department:

Fred B. Klaboe - Assistant State Highway Engineer
D. J. Barbee - Assistant Construction Engineer
G. E. Rohde - Chief Counsel
Frank C. McKinney - Assistant Counsel
T. W. Litchfield - Utilities Liaison Engineer

Representing the West Slope Water District:

Edward C. Larkins, Chairman of the Board
Milton T. Hector, Secretary
A. P. DiBenedetto, Treasurer
T. W. Tweedle, Chairman Budget Committee
Carl E. Green, Consulting Engineer
R. L. Recken, Attorney

The issues:

1. Whether the Oregon State Highway Department, in this instance has the responsibility to pay to the West Slope Water District a sum of money equal to all costs of relocating, in the Canyon Road right of way, the present supply main which it is agreed by both parties is in conflict with proposed highway construction between stations 40 plus 75 to 47 plus 69

Project U-318 (10) as shown on Oregon State Highway Department plan Sunset Highland Interchange, Stadium Freeway Section. (Preliminary)

2. Whether the Oregon State Highway Department has the responsibility to pay to the West Slope Water District a sum of money equal to all costs of relocating in the Canyon Road right of way, the present supply main which lies between Stations 47 plus 21 to 100 plus 15 as shown on Oregon State Highway Commission plan entitled Proposed Future Sunset Freeway Construction (Preliminary). The West Slope Water District contends that conflict will exist with the proposed construction to the extent that its main will be placed in great jeopardy and cannot be maintained. The Highway Department on the contrary contends there will not be any conflict and proposes to place 40 to 50 feet of fill over the main and construct the highway thereon.

3. Whether or not the Oregon State Highway Department has such responsibility and the extent of that responsibility as outlined in the cases above.

It was agreed that rerouting of the West Slope supply main elsewhere than in the Canyon Road right of way would eliminate the conflicts within the areas described above and that if the Oregon State Highway Department, as a result of court action, is held responsible for the cost of relocating the supply main, said responsibility, stated in dollars, shall be based on the present cost of relocating the main in the present Canyon Road right of way.

It was agreed, without prejudice to the West Slope Water District's claim for reimbursement or indemnity, that the district may with all practical dispatch proceed to reroute its supply main elsewhere that in the Canyon Road right of way to the extent necessary to eliminate the conflicts enumerated above.

It is further agreed that the West Slope Water District will take appropriate legal action immediately to secure equitable indemnity in this matter.

Upon receipt of your written confirmation of this understanding the West Slope Water Board is prepared to proceed at once to make all necessary arrangements for rerouting its supply main as referred to herein and will cooperate fully to the end that the proposed highway construction can proceed as planned.

Sincerely Yours,

WEST SLOPE WATER DISTRICT

Edward C Larkins

By Edward C. Larkins
Chairman, Board of Commissioners

RECEIVED
AUG 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

cc: The Honorable Mark O. Hatfield

WEST SLOPE WATER DISTRICT

WASHINGTON COUNTY, OREGON

3105 S. W. 69TH AVENUE • TELEPHONE 292-2777

PORTLAND 25, OREGON

July 15, 1965

REFERRED TO

Klooe

By [illegible]

Time [illegible]

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
Salem, Oregon

Re: Sunset Highway --
West Slope Water District

Dear Sir:

Over a period of about four years West Slope Water District representatives have had discussions and correspondence with the State Highway Commission and its Department representatives regarding the effect of proposed improvements and widening of the Sunset Highway on the supply facilities of this District.

On July 8th your Department's utilities representative, Mr. Hesla, delivered a set of preliminary drawings for the Vista Ridge Eastbound Tunnel Section to the District's manager, Mr. Grefe. In compliance with our consulting engineer's request, Mr. Hesla delivered to Mr.Green on July 9th similar plans, and also a preliminary plan of the proposed improvements west of the first tunnel project. These plans have since been studied to determine the extent of conflict with the West Slope supply line which parallels Jefferson Road. Serious conflict will occur.

In response to Mr. Hesla's verbal request, our engineer has advised Mr. Hesla that if a pipe line is to be installed under the floor of the proposed rigid frame structure as a part of the Highway Department's current project, it should be Class 250 p.s.i. ductile iron, cement mortar lined, and he further requested that alternates of both 12" and 18" pipe be considered.

The highway project as now proposed will be detrimental to the supply line of this District for the following reasons: (1) The existing pipe line will be covered with fill to a depth which will over-stress the existing pipe and cause deflection; (2) The proposed depth of cover will prevent repair or maintenance of the pipe line with resultant hazards to both the Water District supply and the highway as well; and (3) Placement of pipe under pavement within the rigid frame lower tunnel will make any repair, maintenance or replacement extremely hazardous to repair crews and users of the road.

July 15, 1965

We are of the opinion that the supply line should be reconstructed in another location. Service must be constantly maintained while the work is under way since the pipe line is the sole source of water for about 10,000 people and many business enterprises, apartments and schools.

The existing main was constructed under permits granted by Multnomah County and the City of Portland. We believe that the Highway Department has an obligation to replace the facility in a satisfactory location or purchase the facility at a reasonable current value. If the latter solution should be agreed upon, then West Slope would arrange to construct another supply line so located as to avoid conflict with the highway improvements.

We request an early meeting with policy level representatives of the State Highway Department regarding this matter in order that a satisfactory solution may be agreed upon. An immediate reply is requested.

Very truly yours,

WEST SLOPE WATER DISTRICT
BOARD OF COMMISSIONERS

T. P. Gilbreath

Commissioner

ef
cc: Governor Mark O. Hatfield
State Highway Commission

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JUL 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X SOM 12-63

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OCT 1 1965
BUREAU OF PUBLIC ROADS

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 28, 1965

RECEIVED
SEP 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Attention: Mr. G. R. Brooks, District Engineer

RE: 08-35.2-DA
Oregon Project U-318(10)
Vista Ridge Eastbound Tunnel
Tunnel Construction

(Throughway agreement covering
Highlands Int'change-Stadium Freeway Section)

Dear Sir:

In your letter of September 13 in the third paragraph on sheet 2, you request information as to when Canyon Road was taken over by State. The State assumed maintenance of the road pursuant to an agreement with the City of Portland dated October 22, 1937. The portion of Canyon Road from the east line of block 15, Amos N. King's Addition to the westerly city boundary was at that time a county road and was listed on page 5 of the agreement under "Streets to be Excepted." On November 3, 1937, Multnomah County surrendered to City its jurisdiction over said portion of SW Canyon Road and on December 9, 1937, it was accepted by City as a city street.

Attached is a copy of a letter dated May 16, 1938, from State Highway Engineer R. H. Baldock to City Commissioner Ormond Bean confirming the agreement's intent that State maintain those streets listed under "Streets to be Excepted" not only from curb to curb but also all of the ditches and slopes within the right-of-way. The letter further assures that State had assumed that maintenance responsibility when the agreement was entered into on October 22, 1937.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
F. B. KLABOE

By

D. N. Harwell
Office Engineer

bc: F. B. Klaboe, E. H. Young
D. H. Moehring, F. D. Morgan
A. E. Johnson, L. W. Rulien

DNH:mm
Att.

RECEIVED
SEP 29 1965
FORM 2-30 ROM 7-64 SP*6228-734

FOR FILING
U-318 (10)
6748

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1965

To: MEMO TO FILES

SUBJECT: Vista Ridge Eastbound Tunnel Project

Carl M. Halvorson, Inc. of Portland requested plans, specifications, and a bidding proposal for the above project.

Halvorson is presently prequalified with us for $3,000,000 with a five factor. The Engineer's estimate on this project is $3,600,000.

I contacted Al Rear of Bridge Division (Ivan Merchant is on vacation) to see if they wanted to give the contractor a bidding proposal by increasing their factor to a temporary 6. Mr. Rear suggested I contact Mr. Edwards concerning this matter.

Later in the day, I talked to Mr. Edwards and he approved a temporary 6 in the issuing of a bidding proposal to Carl M. Halvorson, Inc., to bid on the Vista Ridge Tunnel job.

C. W. Head

C. W. Head, Assistant Secretary

CWH:fkn

RECEIVED
SEP 27 1965
FOR FILING
4-318 (10)
6748

September 23, 1965

Parsons, Brinckerhoff, Quade, & Douglas
165 Broadway
New York, New York 10006

Attn: J. O. Bickel

Gentlemen:

Re: Vista Ridge Tunnel
Bridge No. 9103

Last Wednesday, September 22, we conducted a telephone conversation with Mr. R. E. Nally and Mr. L. Metzger of your New York office regarding Mr. Metzger's memorandum of September 15.

During this conversation the question of spacing of luminaires was discussed at some length and it was requested that we furnish a copy of our calculations. These calculations are enclosed herewith together with a print of our Drawing No. A74 showing the proposed method by which we intend to connect power wiring to the luminaires at boxes "B" and "C".

You will note that our calculations show both the Westinghouse and GE fixtures could be installed without interference or excessive intervals between fixtures. We believe, however, that the minimum space between fixtures, the length of the Westinghouse FU72 or greater, would be so small as to make installation difficult.

It is our intention to instruct our resident engineer to adjust the junction box locations during the course of construction such that the final space between fixtures will be approximately equal throughout the tunnel.

Very truly yours,

Ivan D. Marchant
Bridge Engineer

By

A. A. Rear
Assistant Bridge Engineer

DSB:en

RECEIVED
SEP 22 1965
FOR FILING

U-318(10)
1742

Form CD-121 (11-63) (Pres. by A.O. 20-6-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 13, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Project U-318(10)
Vista Ridge E. Bd. Tunnel Sec.
Tunnel Construction

Wire advice that our Washington office considers the preliminary plans for the subject project to be satisfactory was received on September 3, 1965. P. S. & E. documents now have been reviewed and are hereby conditionally approved concurrently with a program change adding the westbound portal to the character of the proposed work. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way has been acquired or rights of entry obtained as indicated in Mr. Oakes' August 19, 1965 report, except for the following:

File No. 37657 - Portland General Electric
File No. 37658 - Charlton

We understand that the above files are being negotiated, and if necessary, condemnation suits will be filed with the expectation that these parcels will be made available for occupancy and contractor's use prior to your requesting our concurrence in award.

Though you have not so indicated, it appears that Portland General Electric's Parcel No. 33767 also has not been acquired and is needed for a portion of the disposal area. You have further indicated that moving the substation is a utility adjustment to be handled under this project. Since such an adjustment would be ineligible for participation, it was our understanding that, as outlined in our August 20, 1965 memorandum, you would propose to handle this matter under Project U-318(8) as an element of right-of-way damages and attempt to establish eligibility thereunder. Consequently, the $160,000 should not be reserved under this project. In any event, if the parcel will not be available for the contractor's occupancy and use, you should have furnished advance justification as outlined in our February 3, 1965 memorandum so that Regional office authorization could have been obtained. If possible, plans should be revised to eliminate this parcel from the disposal area.

REFERRED TO
Young W/encl.
Asst. State Hwy. Engr. 9-20-65

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

XERO COPY XERO COPY XERO COPY XERO COPY

Along these same lines we also note t... Article 7-26 regarding utility work underway concurrently wi... the highway construction has not been included as required by subpa...raph 7b of PPM 21-12. Furthermore, Article 8-4 of your so-ca...ed supplemental standard specifications indicates that the physical occupancy and use of the West Slope Water District utility adjustment area is restricted until January 1, 1966. Since such a procedure has not been proposed in accordance with our current policy, this restriction should be eliminated.

Authorization to proceed with the other reimbursable utility adjustments included in your estimate is being withheld since the plans and estimate therefor have not been furnished; however, these documents must be furnished prior to our concurrence in award. It should be understood that you may be obligated to the contractor as in situations such as the West Slope Water District adjustment, but Public Roads must, of course, consider that you have certified that the status of these matters is such that delays should not result. Appropriate credits should be made in Public Roads participation for the liquidated damages involved in non-approved time extensions.

The August 25, 1965 final draft of your agreement with the City of Portland has been reviewed and traffic control measures as well as provisions for city-owned utility adjustments are considered to be satisfactory with the possible exception of paragraph 7 of the General Provisions. Information should be furnished as to when Canyon Road was taken over by the State as a State Highway to firmly establish eligibility for adjustment of city-owned utilities beyond that proposed in Staff Attorney Hershberger's July 20, 1965 letter to the city. Evidence that city officials have signed the agreement should be furnished prior to our concurrence in award. Copies should be furnished for our approval and files after the agreement is executed.

Concurrence in award also will be withheld until the consultant's approval of the tunnel plans and specifications is received.

It is understood that you propose to widen the "OJ" line access from the freeway to Canyon Road Eastbound. The reason for this revision is understood to be because of the necessity of 2 lane detour access into Portland in the event of a breakdown or serious accident in the tunnel. Sufficient justification must be provided outlining the cost and a description of the change and how you propose to handle the design traffic prior to our approval. We will consider only a minimum type alteration that will not alter the integrity of the interchange.

(more)

On Drawing 20830 and page 18 of the special provisions, no provision is made for testing the adequacy of the rock bolts. It is felt that some minimum requirement should be stipulated.

Mr. Young's September 9, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

RECEIVED
SEP 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 10 1965
FOR FILING
U-318 (10)
174

September 9, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Complete PS&E documents have been submitted to your department for the Vista Ridge Tunnel, Project No. U-318(10) and accordingly, we are requesting your authorization to advertise. This project is of a special character and we plan to advertise four weeks with a bid opening date of October 12, 1965.

There is hereby incorporated by reference, as a condition of approval of this project by the Bureau of Public Roads for Federal-Aid participation, the language specified by Section 60-1.3(b)(1) of the regulations of the President's Committee on Equal Employment Opportunity (as adapted by the Bureau and set forth on pages 12-E through 12-K, of the Labor Compliance Manual, Federal-Aid Construction); and such specified language will be set forth in full in the project agreement.

In compliance with IM 21-5-63, the Fish and Game Commissions have been furnished data on the above project for their consideration of the effect of construction on fish and wildlife and their recommendations of measures to minimize any detrimental effects which may result from the proposed construction. The Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to avoid undue siltation or the deposition of chemical or petroleum wastes in the streams as stated in the standard specifications. There are no special measures planned as project expenditures for fish and wildlife protection on the project.

In compliance with IM 40-3-62, specific single materials or products called for in the specifications of the above projects have been justified and were approved by your letter dated March 9, 1964, subject: "IM 40-3-62 Product Selection and Bidding Procedures".

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, subject: "Consideration of the over-all interests of the public in Federal-Aid highway programs and programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been

no objections or suggestions made regarding the projects. The projects do not affect any of the above-mentioned resources.

The right of way status report for this project, dated August 19, 1965, still applies. Also, there is no change in the utility status as reported to you in our letter of August 25, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:mb

RECEIVED
SEP 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

C 318 (A)
C748

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 31, 1965

Bureau of Public Roads
Masonic Building
1717 H Street, N.W.
Washington, D.C. 20235

Attention Mr. E. L. Erickson

Gentlemen:

Vista Ridge Tunnel
Bridge No. 9103
Oregon Project U-318(10)

By letter of August 17 Mr. Tokerud requested submission of certain additional data to complete the preliminary plans for the Vista Ridge Tunnel project.

By Air Express I am sending you the following items:

Two copies of the Special Provisions for Highway Construction and Supplemental Standard Specifications.

Two copies of the Vista Ridge Tunnel Report prepared by Parsons, Brinckerhoff, Quade, and Douglas, Consulting Engineers.

Two prints of Drawing B-130 which indicates the proposed future ventilation system, two prints each of Drawing Nos. 20819, 20, 23, 24, 41, 42, and 20843.

Drawing Nos. 20819 and 20 are included as revised drawings to show the revision in safety curb width and roadway width as requested by your office. Drawing No. 20823 indicates the limits of the future ceramic tile lining. Drawing No. 20824 is included to give the revised reinforcing details as requested by the consultants in their report and also indicates the revised roadway and safety curb widths. Drawing No. 20841 is a new drawing to indicate lighting conduit and ventilation details. This drawing is not complete at this time; however, changes have been made in red to correspond to the details of ceiling openings suggested by the consultant.

Two prints each of two sketches are also enclosed that were prepared by the consultants for the ceiling openings and with their recommendations for spacing and other pertinent details. These details will be added to Drawing Nos. 20841 and 20821 as required. Drawing No. 20842 is also a new drawing indicating piping for the CO sampling

system.

Drawing No. 20843 is enclosed to show in schematic form the proposed fluorescent lighting system. This drawing is not a contract drawing and is for information only. The lighting system has been designed using 6-foot luminaires of a type similar to either GE 306T or Westinghouse FU 72 with two 1000 ma fluorescent lamps in each fixture operated as shown on Drawing Nos. 20841 and 20843. It is intended that the system provide an average daytime lighting level of 60 foot candles in the entrance section and 30 foot candles in the remainder of the tunnel with the nighttime lighting level at 7 to 5 foot candles on the average.

Revised prints of Drawing Nos. 20821, 20841, and 42 are being sent the consultants for their stamp of approval. The consultants have indicated that they will approve these drawings and return them immediately to this office for insertion in the balance of the detail drawings for the tunnel which have already been approved.

In order that this project be advertised at the earliest possible time it is requested that you review the plans and advise the State through channels of your approval for advertising.

Very truly yours,

Ivan D. Marchant
Bridge Engineer

IDM:mm

cc: Mr. A. W. Parsons-w/2 atts. all items
Mr. Tom Edwards
Mr. L. H. Young

RECEIVED
AUG 31 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 3 - 1965
FOR FILING
U-318 (10)
L748

Oregon State Highway Department
Salem, Oregon 97310

No. 800

Att: Mr. P. M. Stephenson
Assistant State Highway Engineer

1433
AUG 30 65

TO

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS

165 BROADWAY, NEW YORK 6, N. Y.

August 23, 1965

For Engineering Services rendered in connection with the construction of twin tunnels under what is known as Vista Ridge on the Sunset Highway in the City of Portland, Oregon in accordance with our agreement dated March 11, 1965.

Salaries of Staff - See Schedule "A" Attached	$ 1,710.30
Total Reimbursable Cost	$ 1,710.30
Lump Sum Fee $ 16,000.00	
Percentage of Reimbursable Costs $1,710.30 ÷ $10,000.00 = 17.103%	
Lump Sum Fee $16,000 X 17.103%	2,736.48
	$ 4,446.78
Less: 10% Retained Fee	444.68
AMOUNT DUE	$ 4,002.10

I certify the charges contained in this bill are correct and have not been previously billed.

M. N. Quade

RECEIVED
AUG 26 1965
OFFICE OF
STATE HIGHWAY ENGINEER

SCHEDULE TO SUPPORT INVOICE NO. 800 DATE AUGUST 23, 1965

Salaries of Staff	Hours	Rate	Amount		
April 10 to May 7, 1965					
M. E. Fiore	3	8.25	$ 24.75		
R. E. Nally	15	6.25	93.75		
N. H. Danziger	4	7.00	28.00		
J. Fedoryka	14	3.15	44.10		
L. Kowaldo	7	5.50	38.50		
S. Steuerman	4	5.80	23.20	$	252.30
May 8 to June 4, 1965					
M. E. Fiore	2	8.25	16.50		
R. E. Nally	11	6.25	68.75		
L. Kowaldo	3	5.65	16.95		
S. Steuerman	2	5.80	11.60		113.80
June 5 to July 2, 1965					
R. E. Nally	4	6.25	25.00		
L. Metzger	12	5.00	60.00		
L. Kowaldo	2	5.65	11.30		96.30
July 3 to July 30, 1965					
R. E. Nally	48	6.25	300.00		
S. Asar	83	3.40	282.20		
L. Metzger	75 1/2	5.00	377.50		
J. J. Verdi	9	6.50	58.50		
J. Fedoryka	4	3.35	13.40		
L. Kowaldo	23	5.65	129.95		
A. G. Bendelius	4	5.50	22.00		
S. R. Smith	9	4.15	37.35		
S. Steuerman	4	6.75	27.00		1,247.90
				$	1,710.30

RECEIVED
AUG 17 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

a 318 (11)
L 114

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 13, 1965

Parsons, Brinckerhoff, Quade &
Douglas
Engineers
165 Broadway
New York, New York 10006

Attention: Mr. John Bichel

Gentlemen:

Vista Ridge Tunnel
Ventilation System
Bridge No. 9103

Herewith three prints of our Drawing No. B-130 showing a proposed future ventilation system for the subject tunnel.

This system would use two tube axial fans at each portal. Installation would be approximately as shown with the fans discharging through a partition. Each fan would be installed with a motorized shut-off damper on the inboard end to prevent short circuiting air circulation when only one fan is in operation. A partition in the utility space at the midpoint of the tunnel would divide the system into two separate zones.

Normally the system would supply fresh air to the tunnel, however, in an emergency the fans at one or both ends would be reversed to provide exhaust of fumes and smoke from the tunnel.

This system has been laid out using four Westinghouse Size 354 tubeaxial fans. Total capacity at calculated static pressure would exceed 300,000 cfm. Each fan would be operated by a 3-phase, 440V, 30 horsepower motor through an adjustable speed V-belt drive. Approximate fan speed would be 950 rpm.

Fans would be installed in the utility space through the air intake ducts at each portal, and suspended horizontally on rods anchored in the tunnel lining.

A manual control would allow reversing of the fans whenever exhaust was necessary. Individual motorized shut off dampers, mentioned above, would be connected into the ventilation control system so that each would open only when its fan is in operation.

Copies - Mr Cooper
Mr Porter
8-16-65

NOTED
TOM EDWARDS

After talking to you this morning I called Mr. Erickson of the Bureau of Public Roads and explained our proposed ventilation system to him. As this was in line with the Bureau's recommendation he accepted the ventilation method subject to your approval.

After checking over the enclosed drawing, if you are in agreement, believe it would be appropriate to include this in your written report.

It is my understanding from you that the report is in the final phases of preparation and probably will be received by the State within a week or ten days. Final changes are being made on the plans and specifications, and drawings that are revised will be sent you the first part of next week, along with the revised specifications.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mm
Enclosure

cc: Mr. Tom Edwards

RECEIVED
AUG 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 6 - 1955
FOR FILING

u-318(10)

6748

OFFICE OF CITY ATTORNEY
CITY HALL
PORTLAND 4, OREGON
ALEXANDER G. BROWN
CITY ATTORNEY

July 29, 1965

NOTED
R L PORTER

Mr. R. L. Porter
Deputy State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Porter:

Enclosed is a copy of Ordinance No. 120798 passed by the Council of the City of Portland July 29, 1965.

I referred to this ordinance in my letter to Mr. Rohde of July 28, in that it repeals the authority of the Mayor and Auditor to execute an agreement with the Highway Commission relating to the Vista Ridge Tunnel section of the Sunset Highway previously authorized by Ordinance No. 120622.

Very truly yours,

ALEXANDER G. BROWN
City Attorney

By Richard A. Braman
Richard A. Braman
Sr. Deputy City Attorney

RAB:pm

encl.

cc: G. E. Rohde, Chief Counsel
State Highway Commission

Ray Smith, Auditor
City of Portland, Oregon

RECEIVED
AUG 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 2 1965
OREGON
STATE HIGHWAY COMMISSION

ORDINANCE NO. 120798

An Ordinance repealing Ordinance No. 120622 passed by the Council July 1, 1965, authorizing an agreement between the city and the State of Oregon for construction of the Highlands Interchange--Stadium Freeway section of the Sunset Highway, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds that Ordinance No. 120622 passed by the Council July 1, 1965 authorized an agreement between the city and the State of Oregon, acting by and through the State Highway Commission, for construction of the Highlands Interchange--Stadium Freeway section of the Sunset Highway; that said agreement would require the city to relocate where necessary, without cost to the state, all city-owned utility facilities not within city streets, city owned property or city easements; that under an agreement between the parties dated September 11, 1944 under which the State Highway Commission assumes certain jurisdiction of S.W. Canyon Road (County Road 138 surrendered by Multnomah County on November 3, 1937 and accepted by the city on December 9, 1937 pursuant to Resolution No. 21393), the Commission agreed under paragraph 2 to maintain slopes within rights of way of streets and county roads therein named; that inasmuch as the agreement authorized by said ordinance failed to provide for reimbursement to the city for utility relocations made necessary by the Commission's proposed removal of the slope below the grade of S.W. Canyon Road, said Ordinance No. 120622 should be repealed; now, therefore, Ordinance No. 120622 passed by the Council July 1, 1965 entitled, "An Ordinance authorizing an agreement between the city and the State of Oregon, acting by and through the State Highway Commission, for construction of the Highlands Interchange--Stadium Freeway section of the Sunset Highway, State Primary Highway No. 47, as a throughway, consenting to closure of certain streets, designating points of access, defining the responsibilities of the parties and the allocation of costs, and declaring an emergency," hereby is repealed.

Section 2. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Portland in this: In order that negotiations for an agreement with the State Highway Commission consistent with previous agreements between the parties may be commenced without delay; therefore, an emergency hereby is declared to exist and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council JUL 29 1965

Terry D. Schrunk

Mayor of the City of Portland

Attest:

Ray Smith

Auditor of the City of Portland

Commissioner Grayson
July 28, 1965
RAB/fg

RECEIVED
SEP 9 1965

(1133)

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

DATE: July 27, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-318(10), Vista Ridge Tunnel

We have received some preliminary comments from our Washington office on the above subject, and they are quoted below for your information:

"We have noted that the State is anxious to place this project under contract at an early date. Since we are withholding our review of the main structural features of the tunnel pending receipt of the design computations, we call attention that the proposed layout of the ventilation system is considered substandard, not only inefficient but uneconomical. We are attaching copies of two projects which show simple layouts of 6 lane ventilated tunnels. We can see no reason for a short 1,000 foot tunnel why a few fans located at one end only could not handle the nominal amount of air required for the entire tunnel; see attached print (A). Since the operation of this tunnel should be automatic we see no reason for a control room on the upper level. We would recommend a small equipment room at tunnel level with provisions for servicing the future tunnel also, for ready and periodic maintenance of fan control, lighting switchboards and carbon monoxide control equipment.

"We also question the proposed recessed type of lighting. It has been established that in the east Washington, D.C., New York, all the Norfolk Tunnels, also in the midwest that the continuous type of fluorescent lighting located respectively over the curbs near the ceiling is decidedly more economical for continuous operation. Experience has shown, see attached plans, they are effective for three lane tunnels; several are in the Washington area. Both the Simes Company of Flushing, Long Island, New York and Westinghouse Company, if requested, can furnish this so called Geenens type."

NOTED
TOM EDWARDS

Referred to Merchant w/prints B/O 8/5/65

It is expected that the above recommended changes should not alter the main character of the tunnel, and could readily be made. If

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

you feel that further considerations are needed, perhaps a meeting with your people, the consultants, and representatives from our Washington office could be arranged during the week of August 2 - 6, in order to expedite the advertisement of this project. As soon as the consultants' report and computations are received we will make every effort to expedite their review and forward our comments to you.

We are forwarding some prints of tunnel ventilation details prepared by Parsons, Brenckerhoff, Quade and McDonald for the Minnesota Highway Department and some tunnel details of ceramic tile finishes in Washington, D. C. We hope that these will assist you in your consideration.

Attachments

RECEIVED
JUL 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 26 1965
FOR FILING
U-318(10)
E-708

July 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File 38-35.6
Oregon Project U-318(10)
Vista Ridge Tunnel
Sunset Highway

Dear Sir:

This is in answer to your memorandum dated July 8 regarding the Vista Ridge Tunnel project and to advise you as to the status of the plans and specifications.

Complete plans and specifications have been furnished the consulting engineers Parsons, Brinckerhoff, Quade and Douglas, and it is anticipated that in the very near future plans and specifications will be received from the consultants with their approval and/or recommendations.

Several reports have been received from the consultants regarding portions of the work; and in all cases, these items have either been revised on the plans or are in the process of revision.

Your memo of July 8 mentioned the type of finished lining in the tunnel. As you know, the first contract will not include the tunnel lining because of the use of the tunnel for construction operations prior to opening to the public. The paving contract will include lighting and tunnel lining installation. For this reason, even though we favor ceramic tile, a definite statement as to the type of lining is not made.

Further mention is made in the July 8 memo of side-mounted fluorescent lighting. It is the State's belief that lighting for this tunnel would be more safely serviced from the overhead area because of the horizontal alignment, grade, and speed of traffic. We do agree that side-mounted fluorescent-type lighting is the best possible system for this tunnel. The 11-foot-candles of night time lighting intensity is higher than normal, but with the build up of adjacent outside street lighting, comparable to that inside the tunnel, the higher intensity will be desirable. It is our belief that in a three-lane high-speed tunnel it is better to have more than the minimum lighting to encourage motorists to use the outside lanes of the tunnel adjacent to the tunnel walls.

The question of the timber lagging being treated or untreated received considerable discussion in this Department during the design period. As the Vista Ridge Tunnel is constructed under an area containing numerous homes, it is advisable to do everything possible to prevent any movement of the earth overburden; for this reason it was believed that the small additional expense of treating the timber was worthwhile in that the placing of untreated timber would eventually lead to decay of the timber and some movement of the overburden.

As mentioned above, approved plans and specifications and copies of design calculations by the consultants are expected in the near future. As soon as they have been received, they will be transmitted to the Bureau for your further handling.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

IM/TE:jwa

Form CD-126
(11-65)
(Prea. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

EDWARDS

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 8, 1965

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engr.

SUBJECT: Oregon Project U-318(10)
Vista Ridge Tunnel, Sunset Highway

In reference to Mr. Merchant's letter of June 18, 1965, submitting design plans for the subject tunnel, and in confirmation of our recent discussions with Mr. Merchant on June 14 and 18, we wish to document the record with regard to the following items:

Approval of the preliminary plans for this project by our Washington office was made contingent upon BPR review and acceptance of a consultant's study and report. Mr. Rooney of our Washington office discussed this matter with your staff at a meeting on November 10, 1964, and we subsequently sent you a copy of his report dated November 23, 1964. A summary of his recommendations was included in our memorandum to you dated November 30, 1964.

On June 14 we advised Mr. Merchant that copies of the consultant's calculations should accompany the report.

The report and calculations should be submitted at the earliest possible date, since these must be forwarded on to our Washington office for their review. It does not appear that this can be cleared in time to permit your proposed August 10 letting for this project.

As recommended in our recent discussions, we believe the tunnel lighting should consist of the side-mounted, wall wash type, and the tunnel wall should be lined with ceramic tile instead of reflective paint. It may be that details could be worked out so that side-mounted lights could be serviced from the overhead crawl area. As for the ceramic tile, the higher initial cost should be justified by the improved reflective qualities, improved appearance, and reduced maintenance cleaning costs. Some further information concerning ceramic tile is contained in the attached copy of Mr. Stephenson's July 1 memorandum.

We note that the nighttime lighting intensity proposed is 11 foot-candles. This value appears to be very high, and some lesser

(more)

NOTED
O. MERCHANT

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

intensity would appear desirable. We understand that some tunnels have utilized only 1 foot-candle effectively for night lighting.

Traffic to 2.0 M.

We question the necessity of treating the timber lagging or back forms which the plans call for in the open cut areas.

Your prompt consideration of these matters will be appreciated.

Attachment

RECEIVED
JUL 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form OD-121 (2-63) (Prev. by A.O. 204-10)

UNITED STATES GOVE. .MENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

222 S. W. Morrison Street
Portland, Oregon 97204

TO : Mr. A. W. Parsons, Division Engineer
Salem, Oregon

DATE: July 1, 1965

In reply refer to: 08-00.6

FROM : R. A. Stephenson, Regional Bridge Engineer
Portland, Oregon

SUBJECT: Oregon U-318(7), Sunset Highway
Vista Ridge tunnel lining

Referring to recent discussions with Mr. Tokerud and to Mr. Schell's memorandum of June 25, 1965, to files, experiences of the State of Washington with tile lining in the Seattle area were reviewed during my trip to Seattle during the past few days.

All tunnels being constructed in Seattle in connection with Interstate Route I-5 are tile lined. The lining has been contracted in quantities ranging from 20,000 to 73,000 square feet. Costs have varied from a low of $1.34 to a high of $1.52 per square foot. The tile used is a second-grade glazed tile, size 6"x6", of a light yellow color. The color and finish provide excellent reflective qualities under artificial lighting. Tile has not been in service long enough to require cleaning as of this date.

The Baker Ridge tunnels and the Battery Street tunnel in Seattle have painted walls. The State advises that the surfaces are steam cleaned twice each year.

State of Washington personnel with whom tile linings were discussed all appear to feel that the tile is well worth its extra cost both from the standpoints of maintenance and appearance. We would recommend that Oregon consider a ceramic tile lining in the Vista Ridge tunnels.

Act	Info		Init
		Div Eng	
		Eng Coord	
		Dist Eng	
+		4 ... A E	S
		Dist Eng	
		Area B Eng	
		Planning	
		Right of Way	
		Bridge Eng	
		Admin Mgr	
		Maint	
		File	

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form GD-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVE..MENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

222 S. W. Morrison Street
Portland, Oregon 97204

TO : Mr. A. W. Parsons, Division Engineer
Salem, Oregon

DATE: July 1, 1965

In reply refer to: 08-00.6

FROM : R. A. Stephenson, Regional Bridge Engineer
Portland, Oregon

SUBJECT: Oregon U-318(7), Sunset Highway
Vista Ridge tunnel lining

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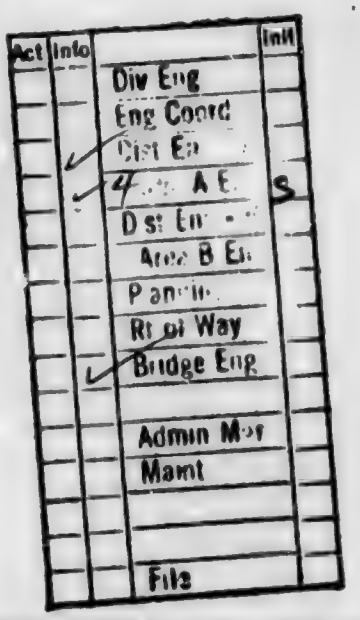

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 5000 9-64

RECEIVED
JUN 30 1965
PLANNING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. TRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Canal
Rim
Sunset

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 24, 1965

Parsons, Brinckerhoff, Quade &
Douglas
Engineers
165 Broadway
New York, New York 10006

Gentlemen:

Vista Ridge Tunnel (Eastbound)
Vista Ridge Tunnel (Eastbound) Section
Sunset Highway
Multnomah County
Bridge No. 9103

Attached are four prints each of Drawing Nos. 20801 through 20842, 20967 through 20969, and E126 which are the design plans for the subject tunnel as well as four copies of a report on proposed roadway lighting and ventilation systems. For your information one set of prints covering roadwork and additional structural work outside the tunnel limits.

We have made several revisions since sending you the previous plans and believe that these plans are ready for final review. We have reviewed all of your suggestions in your letters regarding this tunnel and have made some of the changes suggested.

In your letter dated May 5, your suggestion that the wall sections and ceiling appear to be rather thin. We feel that both the ceiling and walls are of sufficient thickness due to the fact that the loads are carried on the three transverse walls of the control room and while the minimum thickness of the ceiling is 6" at Station 31+59, it increases to a thickness of about 12" at the face of the portal; these dimensions being on the center line of the tunnel. The ceiling also increases in thickness transversely from the center line as shown on the cross sections.

Your suggestion in regard to the elimination of the triangular configuration at the bottom of the shaft has been considered and rejected because we wish to retain the lighting pattern which we have worked up, and several of the tunnel lights are located in this area.

As to the drains in the air exhaust openings, these are shown on Drawing No. 20814.

The spread footings under the four-foot diameter columns supporting the west portal of the westbound tunnel have been eliminated.

Cut-and cover section: In answer to your inquiry as to the type of material for the cover, we are planning to use the rock spoil from the eastbound tunnel as the backfill for this section of the westbound tunnel, covering this spoil with about two feet top soil in order that landscaping may be accomplished.

Retaining walls: We have reviewed the design of the retaining walls and are keeping the dimensions of the walls the same. However, we are arbitrarily thickening the footings to the same dimension as that of the stem at its junction with the footing, thus the 20' wall referred to in your letter will have a footing thickness of 20" instead of 14".

Tieback for the Rock Facing Walls: Due to the pouring sequence it is not practical to incorporate the anchor block with the upper wall. The pouring sequence would be as follows:

> The rock anchor holes will be drilled and the stress rods placed. The rock anchor block poured and rods stressed. The lower section of wall will be poured to the bottom of the anchor block and allowed to take its shrinkage; after which the section between the lower and upper section of the wall will be poured and the horizontal rods stressed. The upper section of wall will then be poured and backfilled.

As to the relation of the cross-sectional areas of the horizontal stress rods and rock anchor, we have made these rods as near equal to their stress components as rod sizes will permit.

The pile pattern as shown on Drawing No. 20837 for the counterforted walls have been rechecked and found to be correct. The center of gravity of piling corresponds with the resultant loading. It must be remembered that due to the backfill being rock spoil, the vertical loading will be greater than that which would normally be used and the horizontal loading less. This would have a tendency to place the resultant load closer to the heel of the footing than is normal for most retaining walls. A detail for vertical and horizontal construction joints in the stems of retaining walls is shown on Drawing No. 20828, permitting the contractor latitude in placing concrete to suit pouring schedule.

Please refer to your letter dated May 27, 1965. In regard to the reinforcing steel near the outer surface of the concrete arch and between the steel ribs as shown on Drawing No. 20820. We have made a chang in the reinforcing steel arrangement and have added a "T"-shaped spacer on top of each rib to be used as backing for the wedges holding the lagging; thus allowing concrete to be poured around the structural steel ribs. By doing this we now show only nominal reinforcing steel at the inside face of the tunnel liner.

The contractor will be given a certain amount of freedom as to the amount of "TEB" tunnel in the portal area he wishes to build in open cut. This work will be subject to our approval. We feel that in the eastbound tunnel the

cut-and-cover sections should use the same steel sets as shown on Drawing No. 20820 with the concrete lining backformed where no overburden is present. It is believed that using the steel sets and the concrete lining as shown will be more economical for the short lengths involved than using the rigid frame section as detailed for the West end of Tunnel TWB.

As to the size of the access openings to the tunnel lights as shown in Section AA on Drawing No. 20814, we feel that the 2'x 2' opening is sufficient. The ceiling drains as shown on Section EE, Drawing Nos. 20815 and 20816 have been revised to properly drain the areas.

Lighting and Ventilation: You will note that included in these plans are Drawing Nos. 20967 through 20969 and M126 which hereto have as yet not been submitted. These drawings are the Equipment Layout, Lighting Details, Electrical Schematic, along with the proposed future fan installation.

Your comments regarding portions of the project outside the tunnel proper are appreciated. In order to provide documentation to the Bureau of Public Roads we will need two sets of plans stamped with your "Approval" as well as five copies of your structural analysis of the tunnel sections and your calculations for ventilation and lighting requirements. In lieu of five copies, one reproducible set of all the above requested material will be acceptable.

At this time the specifications are in the process of preparation and it is anticipated that in approximately two to three weeks we can furnish copies for your review.

As you know, time is very critical in getting this project under contract and we ask that you expedite the plan approval and requested documentation as much as possible.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM-TCR:mm

Enclosure

cc: Mr. Tom Edwards

RECEIVED
JUN 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Vista Ridge Tunnel

Proposal For

Roadway Lighting and Ventilation Systems

Although the first contract for construction of the eastbound Vista Ridge Tunnel will include only provisions for future installation of roadway lighting and a tunnel ventilation system, detailed plans have been completed for the lighting system and a scheme has been developed for a ventilation system.

Roadway lighting will be installed under a later contract and will be in operation at the time the tunnel is opened to traffic. Lighting plans are as shown on Dwgs. No. 20841, 20967, 20968 and 20969. Average initial daytime lighting levels in the tunnel will be 74 foot candles for the first 360 feet at the west end and 56 foot candles throughout the remainder of the tunnel. The average initial nighttime lighting level throughout the tunnel will be 11 footcandles. Roadway lighting at the western end of the tunnel will be gradually increased, in 1,000 to 1,500 feet of roadway, from 1 footcandle to 8 footcandles at the tunnel entrance in order to adjust driver's vision to night lighting within the tunnel.

Due to the grade of the tunnel and prevailing winds in the area, it is possible that natural ventilation will preclude the necessity for a forced ventilation system. Provisions are however included in the tunnel design for the possible future installation of such a system.

Under the same contract with the lighting will be the installation of a carbon monoxide analyzer of the type manufactured by Mine Safety Appliances. This will be a three-point unit with separate strip chart recorders for each air sampling point. The analyzer will also include electrical contacts to provide two-stage automatic operation of future ventilation.

Strip charts from the C O analyzer will be carefully monitered to determine the existance and extend of C O concentrations within the tunnel. If and when concentrations are found which are of dangerous or near dangerous level a ventilation system will be installed.

The proposed tunnel ventilation system would consist of a maximum of 28, 2 HP reversible fans installed over the ventilation grilles shown on Drawing No. 20841. Fan installations are proposed to be approximately as shown on the Preliminary Sketch, Dwg. No. B126. Maximum capacity of the system would be 300,000 cfm. A partition would be installed across the utility space at the midpoint of the tunnel to divide the space into two equal parts. Under normal conditions it is proposed that the fans would draw fresh air into the utility space from each end and project it down thru the ventilation grilles into the roadway section of the tunnel. In emergencies such as a fire, the fans could be reversed to exhaust smoke and fumes from the roadway section into the utility space for discharge at each end.

Automatic control of the ventilation system, by the C O analyzer, would be such that 1/2 of the fans would be turned on when the C O concentration from any air sampling point reached a level of 150 ppm and all of the fans would be turned on if the C O concentration should reach 250 ppm.

If experience shows that carbon monoxide is not a problem but that smoke and haze persistently obscure vision within the tunnel, installation of only an exhaust ventilation system would be considered.

RECEIVED
APR 22 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

U 21A (10)

L 7 7 8

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 21, 1965

Parsons, Brinckerhoff, Quade, and
Douglas
165 Broadway
New York, New York 10006

Gentlemen:

Sunset Highway Tunnel Through Vista Ridge

In advance of furnishing you with completed plans for the Sunset Tunnel through Vista Ridge, I am sending you, under separate cover, three prints each of 29 drawings; the drawings being sent are as follows:

Drawing Nos. 20802, 20803-Contour Maps of Portal Areas
Drawing Nos. 20809 through 20813-Foundation Data
Drawing Nos. 20814 through 20818-TEB Portal Drawings
Drawing Nos. 20821 through 20823-TEB and TWB Miscellaneous Details at West Portals
Drawing Nos. 20825 through 20827-TWB Reinforcing Steel drawings
Drawing Nos. 20828 through 20838-Retaining Walls Nos. 1-10

Foundation drawings 20809, 11, 12, and 13 have been sent you previously; however, some minor changes and additions have been added to these drawings and they are resubmitted at this time. Drawing Nos. 20814, 15, and 16 are not complete as to reinforcing steel; however, it is felt that they show all other major details.

It is expected that all structural details will be completed by April 28 at which time you will be furnished with prints of the completed job.

At the earliest possible time we would like to have your recommendations on the reduced number of future ventilation units as to location, unit size, etc. so that these details may be coordinated with the illumination details in the final drawings.

While in Southern Oregon last week I took the opportunity of making an inspection of the Randolph Collier Tunnel constructed by the State of California immediately South of the Oregon border on Highway 199. I was particularly interested in the epoxy paint lining and believe it to be the answer to our finishing details for the Sunset

NOTED
TOM EDWARDS

Tunnels. We have the specifications used by the State of California in their tunnel contract for this lining and would propose to use approximately the same specifications for this project.

I am enclosing two sets of soil tests made on the overburden material between Stations 39+80 and 42+66. The material enclosed is one print each of Data Sheets A22460, 61, and 62 with two accompanying sheets for each data sheet. Also enclosed is a copy of a letter from Mr. W. C. Hill with his interpretation of the tests. This is material requested by your Company some time previously.

As mentioned above at your earliest convenience we would like to receive your recommendations on the proposed ventilation system so that we may complete the electrical and mechanical drawings for your review.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:ms
Attachment
cc: Mr. Thomas Edwards

RECEIVED
APR 21 1965
STATE ... ENGINEER

RECEIVED
APR 5 - 1965

Form CD-121
(11-63)
(Pres. Bu
A.O. 205-10)

UNITED STATES GOVERNMENT

Memorandum

FOR FILING
U-318 (10)
6748

Klaboe

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 1, 1965

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-318(10), Vista Ridge Tunnel Section
City of Portland water line adjustment

We have reviewed Mr. Preston's March 10 letter requesting authorization to proceed with acquisitions of easements for the subject utility under the right of way project U-318(8).

We are authorizing you to proceed effective this date as requested, however with the stipulation that the PS&E submission for U-318(10) support the need for these easements and that before and after appraisals be obtained prior to negotiations.

RECEIVED
APR 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

Copies to

4-2-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 13 1965
FOR FILING
4-3-18(10)
6748

MISC. CONTRACTS and
AGREEMENTS No. 2809

Salem, Oregon
March 18, 1965

Agenda Item 4-e

Mr. Ivan D. Merchant
Bridge Engineer
Building

Attached is a partially signed copy of an agreement with Parsons, Brinckerhoff, Quade & Douglas approving their employment as consultants concerning the construction of twin tunnels under what is known as Vista Ridge on the Sunset Highway in Portland.

A fully executed copy of the above agreement has been sent to Parsons, Brinckerhoff, Quade & Douglas, a fully executed copy has been retained in this office for the Commission's files and one partially signed copy has been sent to Mr. C. H. Maison.

Secretary

rm
Attach: 1

cc - C. H. Maison (1 agreement)

RECEIVED
MAR 4 - 1965
FOR FILING
Comm
RIX
Comm Sec

March 3, 1965

Oregon State Highway Commission

Gentlemen:

In the construction of the Sunset Highway, it is proposed to construct twin tunnels under what is known as Vista Ridge in Portland. The surveys for the tunnels have been completed and a pilot bore constructed through the ridge. Exploratory drilling has been made to determine the geological formation and the underground conditions.

Due to the complex formation of the underground material, it is advisable to engage the services of expert tunnel consultants to study the information obtained and give their advice as to the proper methods of design and construction to be used.

The Bureau of Public Roads requires that the services of a consultant be obtained. The firm of Parsons, Brinckerhoff, Quade and Douglas, who have had a great deal of experience in the construction of tunnels, has been selected. This firm has been contacted and, after studying the situation, has agreed to provide the required services at a fee not to exceed $26,000. This has received the approval of the Bureau of Public Roads and is eligible for federal-aid.

It is recommended that you approve the agreement for the employment of this firm and authorize the Secretary to sign the agreement for and on behalf of the Commission.

This matter will be on the agenda for your consideration at the March 11 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
P. M. Stephenson
Victor D. Wolfe
Ivan Merchant
F. D. Morgan
L. H. Young
C. H. Maison
A. E. Johnson

PMS:bjs fn

RECEIVED
MAR 30 1965
FOR FILING
U-318 (10)
6748

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS
ENGINEERS
FOUNDED BY WILLIAM BARCLAY PARSONS IN 1885
NEW YORK • SAN FRANCISCO

WILLIAM BARCLAY PARSONS 1885 - 1932
HENRY M. BRINCKERHOFF 1879 - 1945
MAURICE N. QUADE
WALTER S. DOUGLAS
ALFRED HEXFINE
RUSH F. ZIEGENFELDER
WILLIAM H. BRUCE, JR.
JOHN E. EVERSON
ROBERT H. MEADE
SEYMOUR S. GREENFIELD

ASSOCIATED CONSULTANTS
JOHN O. BICKEL
EUGENE L. MACDONALD

165 BROADWAY, NEW YORK, N. Y. 10006
TELEPHONE BEEKMAN 3-6300

February 15,1965

Mr. P. M. Stephenson
Assistant State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon, 97310.

Re: Vista Ridge Tunnels at Sunset Highway -
Agreement for Engineering Services.

Dear Mr. Stephenson:

In accordance with your letter to us of December 10, 1965, but not received until February 12, 1965, we are returning herewith four (4) executed copies of the Agreement covering certain engineering services in connection with the Sunset Highway Tunnels under Vista Ridge in Portland.

We have a few comments on this Agreement - none of which are of great importance. The first is that there is an extra "n" in Mr. Ziegenfelder's name on the first page.

Referring to Page 4, we note that Item "H" under Art.II covers inspections during construction but this has been included under Art.II which is entitled: "Things to be done by Consultants prior to construction." Perhaps it would have been preferable to have made a separate heading but this is not important.

The Agreement refers in Articles IV and V to "reports." In preparing our proposal we had not really expected that a formal report would be required. On the contrary, we expected that our submissions to you would be in the form of letters commenting on the various drawings, designs, specifications and investigations of the various phases of the work as they are received and returned to you. However, we would be quite willing to summarize these and perhaps condense them in a formal report that would be in letter form and which could be reproduced in as many copies as you would like. It is unlikely that there would be any illustrations and in this respect it would be quite different from the Fremont Bridge Report. It would be appreciated if you would let us know whether this conforms to what you have in mind.

Inasmuch as Mr. Merchant has sent us a considerable amount of data which would permit us to start on the work, we are assuming that we have your authorization to proceed and have already begun the work.

It is indeed a pleasure to be of assistance to the Oregon State Highway Department on this project and we thank you for this opportunity to work with you on it.

Sincerely yours,

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS

M. N. Quade

MNQ:Y
w/encls.

Form CO-12A (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U-318(11)

6748

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 9, 1965

In reply refer to: 08-35-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-318(10), Vista Ridge Tunnels
Sunset Highway

Mr. Stephenson's January 26, 1965 letter submitted copies of an agreement with Parsons, Brinckerhoff, Quade and Douglas, consulting engineers of New York for a study, structural analysis, and recommendation for the twin tunnels of the subject project.

Our Regional office has reviewed this agreement and found it satisfactory with the exception of the certification required by PPM 40-6(3). The wording of Section 1, paragraph 2, of the agreement does not adequately meet the requirements of this PPM. Therefore we hereby approve this agreement subject to the attachment and execution of a certification of the type required by PPM 40-6(3).

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

CERTIFICATION OF CONSULTANT

I hereby certify that I am the partner
and duly authorized representative of the firm of
PARSONS, BRINCKERHOFF, QUADE & DOUGLAS,
whose address is 165 Broadway, New York, N.Y. 10006,
and

That except as expressly stated and described herein, neither I nor the firm of Parsons, Brinckerhoff, Quade & Douglas has, in regard to Contract dated 1/20/65 (construction of twin tunnels) with the State of Oregon, Federal-aid project U318(10),

(a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm, company, or person, other than a bona fide employee working solely for me or the aforementioned consulting firm, to solicit or secure the contract, or

(b) agreed, as an express or implied condition for obtaining the award of the contract, to employ or retain the services of any firm, company, or person in connection with the carrying out of the contract, or

(c) paid, or agreed to pay, to any firm, company, organization, or person, other than a bona fide employee working solely for me or the aforementioned consulting firm, any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract.

(Statement and explanation of exceptions, if any):

I acknowledge that this certificate is to be furnished to the State Highway Department and the Bureau of Public Roads, U. S. Department of Commerce, in connection with the aforementioned project involving participation of Federal-aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

(Date) (Signature)

RECEIVED
JAN 26 1965
FOR FILE

4-318 (10)

1748

January 26, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Vista Ridge Tunnels,
Sunset Highway

Dear Sir:

Enclosed herewith are four copies of an agreement with the firm of Parsons, Brinckerhoff, Quade and Douglas, consulting engineers of New York City, covering a study, structural analysis and recommendations for the twin tunnels under Vista Ridge on the Sunset Highway in Portland.

Details of the services to be rendered by the consultants prior to construction and during the construction of the tunnels, together with the estimated cost of these services, are outlined in the attached agreement.

We would appreciate your early consideration of this agreement and receiving your approval as soon as convenient.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMS:mrb

Enclosures
cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Lloyd Shaw
Mr. Ivan Nearhunt
Mr. George Robin

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS
ENGINEERS
FOUNDED BY WILLIAM BARCLAY PARSONS IN 1885
NEW YORK • SAN FRANCISCO

MAURICE H. QUADE
WALTER S. DOUGLAS
ALFRED HEDEFINE
RUSH F. ZIEGENFELDER
WILLIAM H. BRUCE, JR.
JOHN E. EVERSON
ROBERT H. MEADE
SEYMOUR S. GREENFIELD

ASSOCIATED CONSULTANTS
JOHN O. BICKEL
EUGENE L. MACDONALD

165 BROADWAY, NEW YORK, N. Y. 10006
TELEPHONE BEEKMAN 3-6300

January 12, 1965

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310.

Re: Sunset Highway Twin Tunnels under Vista Ridge-Portland. Proposal for Engineering Services.

Attention: Mr. P. M. Stephenson
Asst. State Highway Engineer.

Dear Mr. Cooper:

This proposal for engineering services in connection with the Sunset Highway tunnels under Vista Ridge in Portland is submitted in accordance with Mr. Stephenson's letter to us of December 9, 1964 and the conferences which Mr. John O. Bickel and I held with Department officials in Portland and Salem on January 7 and 8, 1965. At that time we made an inspection of the pilot bore and also the cores of the borings. In Salem, we were shown a few preliminary plans of the tunnels.

As we understand it, the scope of the services which are desired is as follows:

SERVICES DURING DESIGN STAGE.

A. Geology and Soils.
   1. A study of all available geological and boring data that pertains to problems involved in the tunnel excavation.

   2. A study of the soil conditions and problems that exist at the portal areas and at the cut and cover sections - especially at the west end.

B. Structural Analysis and Design Criteria.
   1. A review of the designs to be made by the Highway Department for the steel supports including sizes, spacings and details and including checking the stresses that may be expected in the steel supports.

   2. A review of the design and details of the concrete lining and the details of the tunnel cross section.

   3. A review of the design of the portal and cut and cover structures.

C. Electrical Installations.
   1. A review of the tunnel lighting system for light intensity, operation and maintenance. This would include a study of overhead Mercury units and of continuous rows of flourescent units.

   2. Recommendations regarding signal and communication systems.

D. Mechanical Installations.
   1. Analysis of ventilation requirements and recommendations as to the best fan types and arrangements.

   2. Recommendations regarding fire protective equipment.

E. Construction Procedures.
   1. A study of methods of tunnel excavation including blasting procedures, rate of progress, installation of supports,placing of concrete lining, grouting and tunnel finish and recommendations concerning these items.

F. Specifications.
   1. A review of the specifications to be prepared by the Highway Department, submitting recommendations for special and specific requirements for both General and Special Provisions.

G. Conferences.
   1. Attendance at conferences as required in Portland and Salem, as well as with the Bureau of Public Roads in Washington, D.C.

<u>SERVICES DURING CONSTRUCTION STAGE</u>.

H. Inspections.
   1. Inspections of construction by a partner or J. O. Bickel, Associated Consultant, and by a field engineer experienced in tunnel construction.

We propose that payment for the above design stage services A through G be made in accordance with the basis used for our contract with you for the studies and Report on the Fremont Bridge. This basis provides for reimbursement of technical salaries of employees while engaged on the work plus a lump sum. In accordance therewith we submit the following schedule showing the rating and maximum pay scale of employees who may be employed on the work:

Grade	Position	Estimated No.of Employees	Weekly Salary Range.
VIII	Head, Division of Structures	1	$330*
VII	Head,Electrical Department	1	260*
VII	Head,Mechanical Department	1	280*
VII	Head,Specifications Department	1	270*
VII	Head, Geology and Soils	1	232
VII	Assistant Head,Division of Structures Tunnels	1	232
VI	Senior Engineers, Structural,Mechanical, Electrical, and Soils.	4	200-232
VI	Senior Specifications Engineer	1	224-232
IV and V	Structural, Mechanical and Electrical Designers.	3	154-200
C.	Engineering Draftsmen.	2	100-150

* Part time for direction of the work.

We estimate that the following man-days of technical time in all categories would be required:

Item	Man-Days
A	20
B	50
C	15
D	20
E	20
F	20
G	5
	150 Man-days.

Based on the above estimates, the reimbursable costs amount to about $7000.

In addition to the reimbursement for direct technical salaries as stated above, we propose payment of a lump sum compensation of $16,000 to cover the following items:

Overhead, directly related to technical payroll		$5600.
Overhead, General Administration and Selling expense		1100.
Travel and subsistence:		
4 man-trips to Washington,D.C.@ $50	$200	
4 man-trips to Oregon @ $500	2000	2200.
Long Distance Telephones, Reproductions and miscellaneous expenses,		200.
Services of Associated Consultant, J.O.Bickel		3000.
Partners' Time, Profit and Contingencies		3900.
Total		$16,000.

The total indicated cost is $23,000. If it is necessary to establish a ceiling for the design stage services we will accept a ceiling of $26,000.

For the services to be rendered during the construction stage, Item H, it would be preferable to place this on a per diem basis, in accordance with the following:

J.O.Bickel or a partner $150. per day plus travel and subsistence expenses.

An experienced field engineer $125. per day plus travel and subsistence expenses.

Our most experienced field engineers on rock tunnels are permanently assigned to our San Francisco office and Mr. Bickel generally spends about one week per month in that office. It may therefore be expected that in most cases travel and subsistence would be based on travel between that office and Portland.

The services for this phase of the work would be furnished only when authorized by you and the number of days and total cost can not be estimated. We would assume that during the construction of the east bound tunnel and the related work for the west bound tunnel, you might want our field engineer to visit the job about once a month and would want Mr. Bickel or a partner to make about three visits. In that event, the total cost would be about $3500.

It is difficult to define a time of completion since this is wholly dependent on the schedule and rate of progress of the Departments' work. We are, however, in a position to start on certain phases of it as soon as you authorize us to do so and as soon as certain data to be furnished by the Department is received. We agree to perform the work as expeditiously as possible in order that there will be no undue delays in advertising the

construction contract or contracts.

It will be a pleasure to assist the Department on this project and we thank you for the opportunity to submit this proposal for your consideration.

Yours very truly,

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS

M. N. Quade

MNQ:Y

RECEIVED
DEC 10 1964
FOR FILING
L-3(8)(12)
7418

December 9, 1964

AIRMAIL

Mr. M. N. Quade
Parsons, Brinckerhoff, Quade and Douglas
165 Broadway
New York 6, New York

Dear Mr. Quade:

The reconstruction of the Sunset Highway entrance to Portland to freeway standards requires the construction of twin tunnels under Vista Ridge. The Sunset Highway is a Primary state highway and the project will be financed with Federal Aid Urban funds. Because of the size of the twin tunnels, the nature of the terrain, and the subsurface conditions, the Bureau of Public Roads has insisted that the services of a consulting engineer be obtained to study and confirm the plans of the State. Your firm has been recommended by the Bureau of Public Roads.

The State desires to enter into a contract with your firm for a geological review of ground conditions and to review and study the State's plans for tunnel construction, tunnel lining, and mechanical and electrical appurtenances; also, for periodic inspections during the construction period. All field data, plans and specifications will be furnished your firm.

This project is scheduled for contracting in the early spring of 1965. Assuming that your firm is interested in this assignment, we would like to discuss with you at an early date the terms of an agreement to accomplish the review and study of the State's plans and construction inspection as outlined above.

For your information, five sheets of details are enclosed. The first sheet is a plan indicating horizontal alignment and contours over the general area. Sheets 2 and 3 are partially completed tunnel and ground-line profiles of the eastbound and westbound tunnels. Sheets 4 and 5 are partially completed sections at various eastbound tunnel stations.

A five-foot by seven-foot pilot tunnel has been constructed full length in the crown section of the eastbound tunnel and extensive foundation explorations have been made to determine rock lines. Finished tunnel width will be 46 feet between walls with a 42-foot roadway between curbs and approximately 28 feet high on center line. The first construction contract will be for the eastbound tunnel only with necessary retaining walls and a single lane rigid frame structure to carry Jefferson Road under the Sunset Highway.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

Enclosure

cc Forrest Cooper
R. L. Porter
Ivan Merchant

IDM:mm bbc

RECEIVED
DEC 4 1964

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

U-318(10)

TO : Mr. Forrest Cooper, State Highway Engineer
6748 Salem, Oregon
ATTENTION: Mr. R. L. Porter

DATE: November 30, 1964

In reply refer to: 08-35.6

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

REFERRED TO
Stephenson
BY DEPUTY STATE HIGHWAY ENGINEER

SUBJECT: Vista Ridge Tunnel
Sunset Highway in Portland
Oregon Project U-318(10)

We are submitting herewith for your information two copies of memorandum report on subject tunnel by Mr. Rooney.

Mr. Rooney discusses the problems involved and lists several recommendations as follows:

1. Obtain independent review by consultant.

2. Prepare additional cross sections and other information to show that second tube is feasible particularly in the area of the west portal.

3. Increase concrete lining thickness to a minimum of 3' at the crown.

4. Develop concrete tunnel outline so that concrete invert can be used in poor ground sections.

5. Consider using the somewhat more costly ceramic tile instead of epoxy paint.

6. Use single central fans instead of multiple units.

7. Use so-called GEENENS type of lighting.

8. Increase curb widths from 2'-0" to 2'-6" with corresponding reduction in curb offsets.

NOTED
P. M. STEPHENSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-80N-5(19) Willow Creek Section, 1965
145 Columbia River Hwy.
#6749 (Grad. pav. struc., & sign)

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS

BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

7 August 1967

NPWEN-DB

Re: Contract No. DA-45-164-CIVENG-61-103
Oregon State Highway Relocation
Agreement, Interstate Highway 80N
John Day Project

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
State Highway Building
Center and Capitol Streets
Salem, Oregon 97310

NOTED
F. B. KLABOE

Dear Mr. Cooper:

Reference is made to your letter 18 July 1967 concerning work to be accomplished in the Heppner Junction area on the westbound lanes of Highway I-80N.

Plans and specifications for the construction of a support berm in the Willow Creek channel and for the removal of the existing ballast stockpile area are presently being prepared by this office. Copies of these documents will be forwarded for your review and comment later this month.

Sincerely yours,

M. L. SCOTT
Authorized Representative of
the Contracting Officer

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 11 1967
CONSTRUCTION
DIVISION

RECEIVED
AUG 9 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1967
FOR FILING

6749

July 18, 1967

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Re: Contract No. DA-45-164-CIVENG-61-103
John Day Lock and Dam Project
Columbia River Highway

Reference is made to your letter of July 5 regarding removal of an earth berm from an old ballast stockpile area at Heppner Junction and the construction of a supporting berm in the Willow Creek channel between the approach fills to the bridge on the westbound lanes of Highway I-80N. It is agreed that this work should be done under one grading contract.

In a letter to the District Engineer dated September 22, 1965, and signed by our Mr. Donald L. Trout, it is stated that the "Granular Material in Stockpile" and "Riprap in Stockpile" would be stockpiled for placement at a later date by the Corps of Engineers. The materials were to complete the approaches to the westbound Willow Creek structure. It is the responsibility of the Corps of Engineers to remove the earth berm from the ballast stockpile area at Heppner Junction; therefore, it is assumed that the Corps of Engineers will prepare plans and specifications and let a contract for all of the work required in this area.

As soon as your contract plans and specifications are completed, we will review and make our comments.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
A. F. Parson
J. S. Sawyer

DEK:fw srb

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

Routing
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson
Bond
Barbee
Warren
Glenn
Swan

RECEIVED
JUL 10 1967
CONSTRUCTION
DIVISION

NPWEN-DB

5 July 1967

Re: Contract No. DA-45-164-CIVENG-61-103
Oregon State Highway Relocation Agreement, Interstate Highway 80 N, John Day Project

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
State Highway Building
Center & Capital Streets
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to a meeting at Heppner Junction, Oregon, on 2 June 1967 with Messrs. Alfred Shirley and Josh Sawyer of your Department and our Messrs. G. E. Van Scotter and H. R. Miller. The discussions involved the removal of an earth berm from an old ballast stockpile area at Heppner Junction, and the construction of a supporting berm in the Willow Creek channel between the approach fills to the bridge on the westbound lane of U. S. Highway I80N. It was determined that all this work should be completed under one grading contract.

You will recall that in our discussions and correspondence concerning the bridge it was agreed lateral support for the approach fills was necessary, but that such support could not be provided in the Willow Creek channel at the time of bridge reconstruction without blocking the natural flow. Consequently, you stockpiled material with the intent of constructing the fill in the channel just prior to raising the pool. An attendant problem is the placement of riprap on the west approach fill slope, for which you have also stockpiled material. In the event that additional rock is necessary it can be obtained from the existing Willow Creek channel protection north of the relocated railroad or from an existing stockpile north of the relocated railroad and just east of Willow Creek.

Inclosed in duplicate for your review and comments is a plan which would allow construction prior to pool raising. Present plans are to have all construction completed within the limits of John Day reservoir by 1 April 1968. With this in mind and because of the amount of material to be placed and

NPWEN-DB
Mr. Forrest Cooper

5 July 1967

the time required for riprap placement, it is felt that your contractor should be ready to proceed with construction of the support berm in November 1967. This will allow for normal construction procedures as well as routine delays.

Since a portion of this construction occurs within the operating right-of-way of the Union Pacific Railroad and their agreement with us required their approval of this work, we will request immediate concurrent review of these plans by them and will keep you apprised of their comments. It will be necessary to include in the specifications for this work the Exhibit "A" from our agreement with the railroad. This is the standard insurance format required by them and you have copies in your files.

In consideration of the restrictions and problems of a short review period in order to expedite construction prior to pool raising, your early review and/or comments regarding the inclosed protection plan is requested.

Sincerely yours,

M. L. SCOTT
Authorized Representative of
the Contracting Officer

1 Incl (dupe)
as stated

Copies furnished: w/incl
Division Engineer
OSHD, LaGrande

Mr. Josh Sawyer
Resident Engineer,
OSHD, The Dalles

RECEIVED
JUL 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
MAY 19 1967

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWEN-DB

15 May 1967

Re: Contract No. DA-45-164-CIVENG-61-103
Oregon State Highway Relocation
Agreement, Interstate Highway 80N
John Day Project

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
State Highway Building
Center & Capitol Streets
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to a letter from Mr. F. D. Morgan dated 27 October 1964 and especially to his request that we remove a fill from inside your right-of-way at the "Ballast Stockpile Area" from railroad Station 5726+00 to 5731+85 in the Heppner Junction area.

The ballast pile has been removed by the Union Pacific Railroad and a fence will be built on the right-of-way line. Whenever it is mutually convenient, we would like to meet with your representative in the field to further discuss any required grading to be accomplished in this area.

Sincerely yours,

M. L. SCOTT
Authorized Representative
of the Contracting Officer

NOTED
F. B. KLABOE

RECEIVED
MAY 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 6 - 1964
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 27, 1964

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Dear Sir:

Please refer to Contract No. DA-45-164-CIVENG-64-309 for construction of Interstate Highway 80-N and U.P.R.R. Bridge and Grading U.P.R.R. and particularly to a "Ballast Stockpile Area" from Railroad Station 5726+00 to Railroad Station 5731+85 between the relocated railroad and the westbound lanes of Interstate Highway 80-N.

Receipt of your letter of October 6, 1964 indicates that the ballast material will be removed as construction of the railroad is accomplished. Preparation of this stockpile area involved a fill that extends into our right of way and across our access control line. A fill of this height and this close to the highway is not desirable.

We must request that this portion of the fill inside our right of way line be removed down to the original ground. The fence between the highway and railroad through this stockpile area has been omitted on the present contract. Mr. Curt Hansens said this fence could be included with another contract of yours for railroad work in this area.

May we have your concurrence or comments on the above matters.

Very truly yours,

F. D. Morgan
Construction Engineer

By
Donald L. Trout
Rural Engineer

DLT:fp
cc L. P. Shaw
A. F. Parson
J. S. Sawyer

NOTED
LLOYD P. SHAW

RECEIVED
OCT 28 1964
OFFICE OF
STATE HIGHWAY ENGIN

RECEIVED
MAY 1 - 1967

~~2-7-5-B~~
2-8-3-A

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

Adm
U.S. Fwd
Nav
NPWCO-CA
for Lou Kay

6 October 1964

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Lock and Dam

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Morgan:

Receipt is acknowledged of your letter to the District Engineer dated 30 September 1964 wherein you requested information concerning the disposition of the stockpiled ballast material in the reach between Railroad Stations 5726+00 and 5731+85.

Your original understanding that the area in question is not intended to be a permanent stockpile area is correct. The ballast materials stockpiled thereon by our present construction contractor will be utilized on the relocated railroad grade. The present planning schedule indicates that tracklaying from Heppner to Messner will be completed and this stockpile removed by June 1966

Sincerely yours,

for BERTRAM W. HOARE
Chief, Construction Division

front

Can we live with this until middle of 1966. Who is to place the fence?

B. I contacted Corps to remove all fill material within our R/W & complete fencing area on future R.R. contract.
Don Knoll

NOTED
Don Knoll

CONSTRUCTION DIVISION
RECEIVED
OCT 7 1964

FORM E-723X 50M 12-62

RECEIVED
OCT 7 1964
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASHINGTON
DAVID B. SIMPSON, MEMBER
PORTLAND
FILING
Corps
U. S. Dist
War Dept
John Day

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 30, 1964

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Dear Sir:

Please refer to Contract No. DA-45-164-CIVENG-64-309 for construction of Interstate Highway 80-N and UPRR Bridge and Grading UPRR.

We are concerned about the "Ballast Stockpile Area" from Railroad Station 5726+00 to Railroad Station 5731+85 between the relocated railroad and the westbound lanes of Interstate Highway 80-N. It was our understanding at the time these plans were approved that this area would be used to stockpile ballast materials to be used up as railroad construction progressed. We have verbal information from our field engineers that this is to be a permanent stockpile site. Is this correct?

If this is a permanent stockpile area, we must object as it comes within our right of way and also within our access control lines.

We would greatly appreciate your clarification of this question.

Very truly yours,

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fp
cc L. P. Shaw
A. F. Parson
J. S. Sawyer

RECEIVED
OCT 1 1964
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

Monthly transaction number: 4-6	FC 2-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number: 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Gilliam and Morrow
Modification number: 1	3-24-67	Project number: I-80N-5(19)145

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 29, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 452,890	$ 436,522
Federal funds	$ 117,024.00	$ 112,842.51
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of March, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Admin. Manager
(Division Engineer)

US COMM-DC 26364-P68

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
1-12		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 12/29/65	COUNTY
5		Gilliam & Morrow
		PROJECT NO.
		I-80N -5(19)145

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Willow Creek Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-11-65	1.535
OTHER (Specify)		

FUNDS

Pro Rata 92.25 of State's share

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 152,890.00	$ 117,024.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer DEC 29 1965

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(19)145

MILLION CREEK SECTION OF THE COLUMBIA RIVER HIGHWAY

IN GILLIAM AND MORROW COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 30, 1965

Type Code 5231
Grade & Oil (Sta. 569+00 to Sta. 598+00) (Contract No. 6749)

Clearing and Grubbing	All Req. (60%)		$ 8,400.00
Embankment in Place	78,340 cu.yd.	$ 0.75	58,755.00
Extra for Selected Subgrade Material	9,420 cu.yd.	0.30	2,826.00
Granular Embankment Material in Place	45,580 cu.yd.	0.80	36,464.00
Granular Embankment Material in Stockpile	35,820 cu.yd.	0.75	26,865.00
Finishing Roadbed and Slopes	All Req. (15%)		750.00
Rounding Cutbanks	990 lin.ft.	0.25	247.50
Watering	195 M-gal.	3.00	585.00
Obliteration of Roadway	10 sta.	45.00	450.00
Gravel Blanket	960 cu.yd.	1.50	1,440.00
3/4" - 0 Material in Base	1,275 ton	1.72	2,193.00
Stone Base	10,190 ton	1.60	16,304.00
3/4" - 0 Aggregate in Prime Coat	91 cu.yd.	2.50	227.50
MC-250 Asphalt in Prime Coat	14 ton	67.00	938.00
Aggregates in Asphalt Macadam	580 cu.yd.	2.10	1,218.00
120-150 Asphalt in Asphalt Macadam	44 ton	65.00	2,860.00
RS-1 Asphalt in Asphalt Macadam	12 ton	67.00	804.00
Loose Riprap	4,760 cu.yd.	4.50	21,420.00
Loose Riprap in Stockpile	1,050 cu.yd.	3.50	3,675.00
Guide Posts, W-1	16 only	7.00	112.00
Guard Rail	1,830 lin.ft.	2.60	4,758.00
Rail End Pieces	8 only	4.50	36.00
Guard Rail Blocks	260 only	1.50	390.00
Extra Guard Rail Posts	21 only	12.00	252.00
Guard Rail-Salvaged Barricades	1,345 lin.ft.	1.00	1,345.00
Type 2 Fence	290 rod	8.50	2,465.00
Roadside Seeding	3 acre	100.00	300.00
Grass Seed, Crested Wheatgrass	35 lb.	1.50	52.50
Grass Seed, Hard Fescue	20 lb.	1.50	30.00
Inorganic Fertilizer, 10-16-8	13 cwt.	8.50	110.50
Sign Support Footings	All Req. (53%)		715.50
Single Sign Supports	All Req. (61%)		1,250.50
Painted Wood Sign Posts	All Req.		180.00
Type "A" Signs in Place	212 sq.ft.	7.25	1,537.00
Type "C" and "D" Signs in Place	80 sq.ft.	3.75	300.00
Type "F" and "G" Signs in Place	14 sq.ft.	4.00	56.00
Railroad Protective Costs	All Req.		2,800.00

Subtotal	$203,112.00
10% Engr. & Cont.	20,311.00
Total	$223,423.00

Type Code 6201
Grade and Pave (Sta. 556+97.47 to Sta. 569+00)(Sta. 598+00 to Sta. 641+47.48)
(Contract No. 6749)

Clearing and Grubbing	All Req. (40%)		$ 5,600.00
Ditch Excavation, Unclassified	2 cu.yd.	$ 4.50	9.00
Embankment in Place	15,760 cu.yd.	0.75	11,820.00
Finishing Roadbed and Slopes	All Req. (85%)		4,250.00
Rounding Cutbanks	3,080 lin.ft.	.25	770.00
Trench Excavation	140 cu.yd.	4.00	560.00
Watering	135 M-gal.	3.00	405.00
Gravel Blanket	2,300 cu.yd.	1.50	3,450.00
3/4" - 0 Material in Base	1,795 ton	1.72	3,087.40
Stone Base	6,970 ton	1.60	11,152.00
3/4" - 0 Aggregate in Prime Coat	19 cu.yd.	2.50	47.50
MC-250 Asphalt in Prime Coat	3 ton	67.00	201.00
RS-1 Asphalt in Tack Coat	3 ton	95.00	285.00
Aggregates in Asphalt Macadam	120 cu.yd.	2.10	252.00
120-150 Asphalt in Asphalt Macadam	9 ton	65.00	585.00
RS-1 Asphalt in Asphalt Macadam	2 ton	67.00	134.00
Class "B" Asphalt Concrete Mixture	5,400 ton	10.50	56,700.00
Extra for A.C. Concrete Approaches	1 only	50.00	50.00
18-inch Culvert Pipe	200 lin.ft.	5.00	1,000.00
Salvaging and Re-laying Culvert Pipe	120 lin.ft.	3.50	420.00
18-inch Culvert End Sections	2 only	50.00	100.00
Salvaging and Re-laying Culvert End Sections	2 only	25.00	50.00
Concrete Inlets, Type G-2M	1 only	175.00	175.00
Guide Posts, W-1	36 only	7.00	252.00
Guard Rail	1,430 lin.ft.	2.60	3,718.00
Rail End Pieces	5 only	4.50	22.50
Guard Rail Blocks	140 only	1.50	210.00
Extra Guard Rail Posts	9 only	12.00	108.00
Type 2 Barricade-Salvaged Barricade	1,600 lin.ft.	1.00	1,600.00
Guard Rail-Salvaged Barricade	255 lin.ft.	1.00	255.00
Type 1 Fence	85 rod	7.75	658.75
Roadside Seeding	9 acre	100.00	900.00
Grass Seed, Crested Wheatgrass	85 lb.	1.50	127.50
Grass Seed, Hard Fescue	40 lb.	1.50	60.00
Inorganic Fertilizer, 10-16-8	35 cwt.	8.50	297.50
Sign Support Footings	All Req. (47%)		634.50
Pipe Sign Posts	All Req.		400.00
Single Sign Supports	All Req. (39%)		799.50
Type "A" Signs in Place	160 sq.ft.	7.25	1,160.00
			$112,306.15

Flagging (57½% of Contractor's Cost)	All Req.	$ 1,000.00
Signing (Temporary)	All Req.	300.50
		$ 1,300.50
	Subtotal	$113,606.65
	10% Engr. & Cont.	11,360.35
	Total	$124,967.00

Type Code X081
Willow Cr. Bridge (#7520) (Sta. 581+23.34 to Sta. 584+68.66) (Contract No. 6749)

Reconstruct Willow Cr. Bridge	All Req.	$ 95,000.00
	Subtotal	$ 95,000.00
	10% Engr. & Cont.	9,500.00
	Total	$104,500.00

Length of Oil Roadway - - - - -	0.549 Mile
Length of Pav. Roadway- - - - -	0.986 Mile
Length of Structure - - - - - -	0.065 Mile
Total - - - - - - - - - - - - -	1.600 Miles
Cost of Roadway (Oil) Per Mile-	$406,963.57
Cost of Roadway (Pav.) Per Mile-	$126,741.38

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	US Army Engr. Funds
Grade & Oil	$223,423.00	$109,044.00	$9,161.00	$105,218.00
Grade & Pave	124,967.00	7,980.00	671.00	116,316.00
Structure	104,500.00	-	-	104,500.00
Total	$452,890.00	$117,024.00	$9,832.00	$326,034.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Tabulation of agreed quantities and estimated cost from bid prices for State portion of project as per agreement between State and Corps of U.S. Army Engineers, DA-45-104-CIVENG-61-103. See letters to State from U.S. Army Engineers, dated Sept. 30, 1965 and November 18, 1965.

WILLOW CREEK SECTION

PROJECT NO. I-80N-5(19)145

Type Code 6201

Clearing and Grubbing	All Req. (38%)		$ 5,320.00
Ditch Excavation, Unclassified	2 cu.yd.	$ 4.50	9.00
Embankment in Place	15,760 cu.yd.	0.75	11,820.00
Finishing Roadbed and Slopes	All Req. (85%)		4,250.00
Rounding Cutbanks	3,080 lin.ft.	0.25	770.00
Trench Excavation	140 cu.yd.	4.00	560.00
Watering	125 M-gal.	3.00	375.00
Gravel Blanket	2,295 cu.yd.	1.50	3,442.50
3/4" - 0 Material in Base	1,620 ton	1.72	2,786.40
Stone Base	6,440 ton	1.60	10,304.00
3/4" - 0 Aggregate in Prime Coat	19 cu.yd.	2.50	47.50
MC-250 Asphalt in Prime Coat	3 ton	67.00	201.00
RS-1 Asphalt in Tack Coat	2 ton	95.00	190.00
Aggregate in Asphalt Macadam	120 cu.yd.	2.10	252.00
120-150 Asphalt in Asphalt Macadam	9 ton	65.00	585.00
RS-1 Asphalt in Asphalt Macadam	2 ton	67.00	134.00
Class "B" Asphalt Concrete	5,000 ton	10.50	52,500.00
Extra for A.C. Concrete Approaches	1 only	50.00	50.00
18-inch Culvert Pipe	200 lin.ft.	5.00	1,000.00
Salvage and Re-laying Culvert Pipe	120 lin.ft.	3.50	420.00
18-inch Culvert End Sections	2 only	50.00	100.00
Salvage and Re-lay Culvert End Sections	2 only	25.00	50.00
Concrete Inlets, Type C-24	1 only	175.00	175.00
Guide Posts, W-1	32 only	7.00	224.00
Guard Rail	1,430 lin.ft.	2.60	3,718.00
Rail End Pieces	2 only	4.50	9.00
Guard Rail Blocks	120 only	1.50	180.00
Extra Guard Rail Posts	4 only	12.00	48.00
Type 2 Barricade-Salvage Barricade	1,600 lin.ft.	1.00	1,600.00
Type 1 Fence	85 rod	7.75	658.75
Roadside Seeding	9 acre	100.00	900.00
Grass Seed, Crested Wheatgrass	85 lb.	1.50	127.50
Grass Seed, Hard Fescue	40 lb.	1.50	60.00
Inorganic Fertilizer, 10-16-8	35 cwt.	8.50	297.50
Sign Support Footings	All Req. (47%)		634.50
Pipe Sign Posts	All Req.		400.00
Single Sign Supports	All Req. (39.025%)		800.00
Type "A" Signs in Place	160 sq.ft.	7.25	1,160.00
			$106,158.65

Flagging			$ 1,000.00
Temporary Signing			300.50
			$ 1,300.50
	Subtotal		$107,459.15
	10% Engr. & Cont.		10,745.85
	Total		$118,205.00

Type Code 5431

Clearing and Grubbing	All Req. (2%)		$ 280.00
Embankment in Place	3,940 cu.yd.	$ 0.75	2,955.00
Extra for Selected Subgrade Material	900 cu.yd.	0.30	270.00
Rounding Cutbanks	110 lin.ft.	0.25	27.50
Watering	10 M-gal.	3.00	30.00
Gravel Blanket	35 cu.yd.	1.50	52.50
3/4" - 0 Material in Base	- 200 ton	1.72	(344.00)
Stone Base	810 ton	1.60	1,296.00
3/4" - 0 Aggregate in Prime Coat	31 cu.yd.	2.50	77.50
MC-250 Asphalt in Prime Coat	4 ton	67.00	268.00
Aggregate in Asphalt Macadam	190 cu.yd.	2.10	399.00
120-150 Asphalt in Asphalt Macadam	14 ton	65.00	910.00
RS-1 Asphalt in Asphalt Macadam	4 ton	67.00	268.00
Sign Support Footings	All Req. (25%)		202.50
Single Sign Supports	All Req. (20%)		410.00
Painted Wood Sign Posts	All Req. (35%)		63.00
Type "A" Signs in Place	80 sq.ft.	7.25	580.00
Type "C" and "R" Signs in Place	32 sq.ft.	3.75	120.00
	Subtotal		$ 7,865.00
	10% Engr. & Cont.		786.00
	Total		$ 8,651.00
			$126,856.00*

*Federal funds based on this figure.

Oregon State Highway Department

Federal-Aid
Project No. I-80N-5(19)145

WILLOW CREEK SECTION OF THE COLUMBIA RIVER HIGHWAY

IN GILLIAM AND MORROW COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 6, 1965

Type Code 5231
Grade and Oil (Sta. 569+00 to Sta. 598+00)

Clearing and Grubbing	All Req. (60%)		$ 6,000.00
Embankment in Place	78,340 cu.yd.	$ 0.75	58,755.00
Extra for Selected Subgrade Material	9,420 cu.yd.	0.25	2,355.00
Granular Embankment Material in Place	45,580 cu.yd.	0.80	36,464.00
Granular Embankment Material in Stockpile	35,820 cu.yd.	0.80	28,656.00
Finishing Roadbed and Slopes	All Req. (15%)		600.00
Rounding Cutbanks	990 lin.ft.	0.25	247.50
Watering	195 M-gal.	3.00	585.00
Obliteration of Roadway	10 sta.	50.00	500.00
Gravel Blanket	960 cu.yd.	1.50	1,440.00
3/4" - 0 Material in Base	1,275 ton	2.00	2,550.00
Stone Base	10,190 ton	1.90	19,361.00
3/4" - 0 Aggregate in Prime Coat	91 cu.yd.	6.00	546.00
MC-250 Asphalt in Prime Coat	14 ton	67.00	938.00
Aggregates in Asphalt Macadam	580 cu.yd.	6.00	3,480.00
120-150 Asphalt in Asphalt Macadam	44 ton	65.00	2,860.00
RS-1 Asphalt in Asphalt Macadam	12 ton	67.00	804.00
Loose Riprap	4,760 cu.yd.	4.50	21,420.00
Loose Riprap in Stockpile	1,050 cu.yd.	3.50	3,675.00
Guide Posts, W-1	16 only	7.50	120.00
Guard Rail	1,830 lin.ft.	2.50	4,575.00
Rail End Pieces	8 only	5.00	40.00
Guard Rail Blocks	260 only	2.00	520.00
Extra Guard Rail Posts	21 only	10.00	210.00
Guard Rail-Salvaged Barricades	1,345 lin.ft.	1.50	2,017.50
Type 2 Fence	290 rod	8.50	2,465.00
Roadside Seeding	3 acre	160.00	480.00
Grass Seed, Crested Wheatgrass	35 lb.	0.60	21.00
Grass Seed, Hard Fescue	20 lb.	0.80	16.00
Inorganic Fertilizer, 10-16-8	13 cwt.	6.00	78.00
Sign Support Footings	All Req. (53%)		185.50
Single Sign Supports	All Req. (61%)		1,250.50
Painted Wood Sign Posts	All Req.		180.00
Type "A" Signs in Place	212 sq.ft.	7.25	1,537.00
Type "C" and "R" Signs in Place	80 sq.ft.	3.75	300.00
Type "F" and "G" Signs in Place	14 sq.ft.	4.00	56.00
Railroad Protective Costs	All Req.		3,000.00
	Subtotal		$208,288.00
	10% Engr. & Cont.		20,828.00
	Total		$229,116.00

Type Code 6201
Grade and Pave (Sta. 556+97.47 to Sta. 569+00)(Sta. 598+00 to Sta. 641+47.48)

Clearing and Grubbing	All Req. (40%)		$ 4,000.00
Ditch Excavation, Unclassified	2 cu.yd.	$ 4.50	9.00
Embankment in Place	15,760 cu.yd.	0.75	11,820.00
Finishing Roadbed and Slopes	All Req. (85%)		3,400.00
Rounding Cutbanks	3,080 lin.ft.	0.25	770.00
Trench Excavation	140 cu.yd.	4.50	630.00
Watering	135 M-gal.	3.00	405.00
Gravel Blanket	2,300 cu.yd.	1.50	3,450.00
3/4" - 0 Material in Base	1,795 ton	2.00	3,590.00
Stone Base	6,970 ton	1.90	13,243.00
3/4" - 0 Aggregate in Prime Coat	19 cu.yd.	6.00	114.00
MC-250 Asphalt in Prime Coat	3 ton	67.00	201.00
RS-1 Asphalt in Tack Coat	3 ton	100.00	300.00
Aggregates in Asphalt Macadam	120 cu.yd.	6.00	720.00
120-150 Asphalt in Asphalt Macadam	9 ton	65.00	585.00
RS-1 Asphalt in Asphalt Macadam	2 ton	67.00	134.00
Class "B" Asphalt Concrete Mixture	5,400 ton	7.00	37,800.00
Extra for A.C. Concrete Approaches	1 only	50.00	50.00
18-inch Culvert Pipe	200 lin.ft.	5.00	1,000.00
Salvaging and Re-Laying Culvert Pipe	120 lin.ft.	3.50	420.00
18-inch Culvert End Sections	2 only	50.00	100.00
Salvaging and Re-Laying Culvert End Sections	2 only	25.00	50.00
Concrete Inlets, Type G-2M	1 only	175.00	175.00
Guide Posts, W-1	36 only	7.50	270.00
Guard Rail	1,430 lin.ft.	2.50	3,575.00
Rail End Pieces	5 only	5.00	25.00
Guard Rail Blocks	140 only	2.00	280.00
Extra Guard Rail Posts	9 only	10.00	90.00
Type 2 Barricade-Salvaged Barricade	1,600 lin.ft.	1.75	2,800.00
Guard Rail-Salvaged Barricade	255 lin.ft.	1.50	382.50
Type 1 Fence	85 rod	7.00	595.00
Roadside Seeding	9 acre	160.00	1,440.00
Grass Seed, Crested Wheatgrass	85 lb.	0.60	51.00
Grass Seed, Hard Fescue	40 lb.	0.80	32.00
Inorganic Fertilizer, 10-16-8	35 cwt.	6.00	210.00
Sign Support Footings	All Req. (47%)		164.50
Pipe Sign Posts	All Req.		400.00
Single Sign Supports	All Req. (39%)		799.50
Type "A" Signs in Place	160 sq.ft.	7.25	1,160.00
			$ 95,240.50
Flagging (57½% of Contractor's Cost)	All Req.		$ 1,000.00
Signing (Temporary)	All Req.		300.50
			$ 1,300.50
	Subtotal		$ 96,541.00
	10% Engr. & Cont.		9,654.00
	Total		$106,195.00

Type Code X081
Willow Cr. Bridge (#7520)(Sta. 581+23.34 to Sta. 584+68.66)

Reconstruct Willow Cr. Bridge	All Req.	$115,000.00
	Subtotal	$115,000.00
	10% Engr. & Cont.	11,500.00
	Total	$126,500.00

Length of Oil. Roadway - - - -	0.549 Mile
Length of Pav. Roadway - - - -	0.986 Mile
Length of Structure- - - - - -	0.065 Mile
Total Length - - - - - - - - -	1.600 Miles
Cost of Roadway (Oil) Per Mile	$417,333.33
Cost of Roadway (Pav.) Per Mile	$107,702.83

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	US Army Engr. Funds
Grade and Oil	$229,116.00	$ 8,753.00	$ 736.15	$219,626.85
Grade and Pave	106,195.00	92,879.00	7,803.45	5,512.55
Structure	126,500.00	-	-	126,500.00
Total	$461,811.00	$101,632.00	$8,539.60	$351,639.40

Tabulation of agreed quantities and estimated cost for State portion of project as per agreement between State and Corps of U.S. Army Engineers, DA-45-164-CIVENG-61-103. See letter to State from U.S. Army Engineers dated September 30, 1965.

WILLOW CREEK SECTION

PROJECT NO. I-80N-5(19)145

Type Code 6201

Clearing and Grubbing	All Req. (38%)		$ 3,800.00
Ditch Excavation, Unclassified	2 cu.yd.	$ 4.50	9.00
Embankment in Place	15,760 cu.yd.	0.75	11,820.00
Finishing Roadbed and Slopes	All Req. (85%)		3,400.00
Rounding Cutbanks	3,080 lin.ft.	0.25	770.00
Trench Excavation	140 cu.yd.	4.50	630.00
Watering	125 M-gal.	3.00	375.00
Gravel Blanket	2,295 cu.yd.	1.50	3,442.50
3/4" - 0 Material in Base	1,620 ton	2.00	3,240.00
Stone Base	6,440 ton	1.90	12,236.00
3/4" - 0 Aggregate in Prime Coat	19 cu.yd.	6.00	114.00
MC-250 Asphalt in Prime Coat	3 ton	67.00	201.00
RS-1 Asphalt in Tack Coat	2 ton	100.00	200.00
Aggregate in Asphalt Macadam	120 cu.yd.	6.00	720.00
120-150 Asphalt in Asphalt Macadam	9 ton	65.00	585.00
RS-1 Asphalt in Asphalt Macadam	2 ton	67.00	134.00
Class "B" Asphalt Concrete	5,000 ton	7.00	35,000.00
Extra for A.C. Concrete Approaches	1 only	50.00	50.00
18-inch Culvert Pipe	200 lin.ft.	5.00	1,000.00
Salvage and Re-Laying Culvert Pipe	120 lin.ft.	3.50	420.00
18-inch Culvert End Sections	2 only	50.00	100.00
Salvage and Re-Lay Culvert End Sections	2 only	25.00	50.00
Concrete Inlets, Type G-2M	1 only	175.00	175.00
Guide Posts, W-1	32 only	7.50	240.00
Guard Rail	1,430 lin.ft.	2.50	3,575.00
Rail End Pieces	2 only	5.00	10.00
Guard Rail Blocks	120 only	2.00	240.00
Extra Guard Rail Posts	4 only	10.00	40.00
Type 2 Barricade-Salvage Barricade	1,600 lin.ft.	1.75	2,800.00
Type 1 Fence	85 rod	7.00	595.00
Roadside Seeding	9 acre	160.00	1,440.00
Grass Seed, Crested Wheatgrass	85 lb.	0.60	51.00
Grass Seed, Hard Fescue	40 lb.	0.80	32.00
Inorganic Fertilizer, 10-16-8	35 cwt.	6.00	210.00
Sign Support Footings	All Req. (47%)		164.50
Pipe Sign Posts	All Req.		400.00
Single Sign Supports	All Req. (39.025%)		800.00
Type "A" Signs in Place	160 sq.ft.	7.25	1,160.00
			$ 90,229.00
Flagging	All Req.		$ 1,000.00
Temporary Signing	All Req.		300.50
			$ 1,300.50

	Subtotal		$ 91,529.50
	10% Engr. & Cont.		9,152.95
	Total		$100,682.45

Type Code 5231

Clearing and Grubbing	All Req. (2%)		$ 200.00
Embankment in Place	3,940 cu.yd.	$ 0.75	2,955.00
Extra for Selected Subgrade Material	900 cu.yd.	0.25	225.00
Rounding Cutbanks	110 lin.ft.	0.25	27.50
Watering	10 M-gal.	3.00	30.00
Gravel Blanket	35 cu.yd.	1.50	52.50
3/4" - 0 Material in Base	-200 ton	2.00	(400.00)
Stone Base	810 ton	1.90	1,539.00
3/4" - 0 Aggregate in Prime Coat	31 cu.yd.	6.00	186.00
MC-250 Asphalt in Prime Coat	4 ton	67.00	268.00
Aggregate in Asphalt Macadam	190 cu.yd.	6.00	1,140.00
120-150 Asphalt in Asphalt Macadam	14 ton	65.00	910.00
RS-1 Asphalt in Asphalt Macadam	4 ton	67.00	268.00
Sign Support Footings	All Req. (15%)		52.50
Single Sign Supports	All Req. (20%)		410.00
Painted Wood Sign Posts	All Req. (35%)		63.00
Type "A" Signs in Place	80 sq.ft.	7.25	580.00
Type "C" and "R" Signs in Place	32 sq.ft.	3.75	120.00
	Subtotal		$ 8,626.50
	10% Engr. & Cont.		862.65
	Total		$ 9,489.15

$110,171.60*

*Federal funds based on this figure.

U. S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS

BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASH. 99362

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

NPWEN-RL

30 September 1965

Re: Contract No. DA-45-164-CIVENG-61-103
Columbia River Highway, Willow Creek
Westbound, John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
State Highway Building
Center & Capitol Streets
Salem, Oregon 97310

Dear Mr. Cooper:

The proposed contract quantities on subject highway work have been reviewed in this office with members of your staff with the result that Item 3, Embankment in Place, has been increased in the amount of 890 cubic yards, and Item 37, Type 1 Fence, has been decreased in the amount of 100 rods. Both of these changes are outside the area of the Corps of Engineers' responsibility.

The monetary responsibility as shown in your letter of 29 September 1965 is therefore revised as follows:

Total Contract without Engineering & Contingencies		$419,829.00
Oregon State Highway Department Obligation	$100,156.00	
Ref. Art. 5.d 10%	10,015.60	
Ref. Art. 5.c.9 5%	5,007.80	
Total Oregon State Highway Department Obligation		$115,179.40

As you have stated, these figures will be revised based on actual bid prices at the time the contract is awarded. I have signed the contract drawings and hereby approve the advertisement of this contract in accordance with your standard procedures.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

2 Incl
1. Total contract tabulation
2. OSHD responsibility tabulation

FORM E-123X 8/64 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 29, 1965

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Dear Sir:

RE: Contract No. DA-45-164-CIVENG-61-103
John Day Lock and Dam
Columbia River Highway
Willow Creek Westbound

Reference is made to the Willow Creek Section, Westbound lanes, of the relocation of Highway 80-N on the John Day Lock and Dam Project.

Application is hereby made by the State Highway Department of the State of Oregon at Salem, Oregon for the approval by the District Engineer, Corps of Engineers, of plans and quantities for the reference section to be advertised for bidding. Enclosed are the original drawings of the contract plans and detailed estimates for the project with a breakdown of the obligation for the Corps of Engineers. Under the terms of Contract No. DA-45-164-CIVENG-61-103 costs for this are to be allocated as follows:

Total Contract without Engineering & Contingencies		$419,861.50
Oregon State Highway Department Obligation	$100,188.50	
Ref. Art. 5.d 10%	10,018.85	
Ref. Art. 5.c.9 5%	5,009.43	
Total Oregon State Highway Department Obligation	$115,216.78	
Total Corps of Engineers Obligation without Engineering and Contingencies		$304,644.75

The above figures are based on estimated unit prices and will be adjusted to the low bidder's unit prices at the time of awarding the contract. A revised cost estimate will be presented at that time for your approval. Your early attention to this matter would be greatly appreciated so that we can meet our contract schedule.

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

DEK:fp
Enc.
bc: F. D. Morgan
L. H. Young

HIGHWAY 30-N LOCATION
WILLOW CREEK

Summary of Construction Quantities & Costs - Total Project

Westbound lanes
556+97 to 641+48

	ITEM	UNIT	QUANTITY	UNIT PRICE	ESTIMATE
1.	Clearing and Grubbing	Lump Sum	All Required		$ 10,000.00
2.	Ditch Excavation, Unclassified	Cu. Yd.	2	$ 4.50	9.00
3.	Embankment in Place	Cu. Yd.	~~93,210~~ 94,100	0.75	~~69,907.50~~ 70,575.0
4.	Extra for Selected Subgrade Material	Cu. Yd.	9,420	0.25	2,355.00
5.	Granular Embankment Material	Cu. Yd.	45,580	0.80	36,464.00
6.	Granular Embankment Material in Stockpile	Cu. Yd.	35,820	0.80	28,656.00
7.	Finishing Roadbed and Slopes	Lump Sum	All Required		4,000.00
8.	Rounding Cutbanks	Lin. Ft.	4,070	0.25	~~1,018.00~~ 1,017.5
9.	Trench Excavation	Cu. Yd.	140	4.50	630.00
10.	Watering	M-gal.	330	3.00	990.00
11.	Obliteration of Roadway	Station	10	50.00	500.00
12.	Gravel Blanket	Cu. Yd.	3,260	1.50	4,890.00
13.	3/4"-0 Material in Base	Ton	3,070	2.00	6,140.00
14.	Stone Base	Ton	17,160	1.90	32,604.00
15.	3/4"-0 Aggregate in Prime Coat	Cu. Yd.	110	6.00	660.00
16.	MC-250 Asphalt in Prime Coat	Ton	17	67.00	1,139.00
17.	RS-1 Emulsified Asphalt in Tack Coat	Ton	3	100.00	300.00
18.	Aggregates in Asphalt Macadam	Cu. Yd.	700	6.00	4,200.00
19.	120-150 Asphalt in Asphalt Macadam	Ton	53	65.00	3,445.00
20.	RS-1 Emulsified Asphalt in Asphalt Macadam	Ton	14	67.00	938.00

Highway 80-N Location - Willow [illegible]k
Summary of Construction Quantities & Costs -- Total Project

	ITEM	UNIT	QUANTITY	UNIT PRICE	ESTIMATE
21.	Class "B" Asphalt Concrete Mixture	Ton	5,400	$ 7.00	$ 37,800.00
22.	Extra for Asphalt Concrete Approach	One	1	50.00	50.00
23.	Loose Riprap	Cu. Yd.	4,760	4.50	21,420.00
24.	Loose Riprap in Stockpile	Cu. Yd.	1,050	3.50	3,675.00
25.	18-inch Culvert Pipe	Lin. Ft.	200	5.00	1,000.00
26.	Salvaging & Relaying Culvert Pipe	Lin. Ft.	120	3.50	420.00
27.	18-inch Culvert End Sections	One	2	50.00	100.00
28.	Salvaging & Relaying Culvert End Sections	One	2	25.00	50.00
29.	Concrete Inlet, Type "G-2M"	One	1	175.00	175.00
30.	Guide Posts, W-1	One	52	7.50	390.00
31.	Guard Rail	Lin. Ft.	3,260	2.50	8,150.00
32.	Rail End Pieces	One	13	5.00	65.00
33.	Guard Rail Blocks	One	400	2.00	800.00
34.	Extra Guard Rail Posts	One	30	10.00	300.00
35.	Type 2 Barricade - Salvaged Barricade	Lin. Ft.	1,600	1.75	2,800.00
36.	Guard Rail - Salvaged Barricade	Lin. Ft.	1,600	1.50	2,400.00
37.	Type I Fence	Rod	~~185~~ 85	7.00	~~1,295.00~~ 595.00
38.	Type II Fence	Rod	290	8.50	2,465.00
39.	Roadside Seeding	Acre	12	160.00	1,920.00
40.	Grass Seed, Crested Wheatgrass	Lb.	120	0.60	72.00
41.	Grass Seed, Hard Fescue	Lb.	60	0.80	48.00
42.	Inorganic Fertilizer, 10-16-8	Cwt.	48	6.00	288.00

Highway 80-N Location - Willow Creek
Summary of Construction Quantities and Costs - Total Project

ITEM	UNIT	QUANTITY	UNIT PRICE	ESTIMATE
43. Reconstruct Willow Creek Bridge	Lump Sum	All Required		$115,000.00
44. Sign Support Footings	Lump Sum	All Required		350.00
45. Pipe Sign Posts	Lump Sum	All Required		400.00
46. Single Sign Supports	Lump Sum	All Required		2,050.00
47. Painted Wood Sign Posts	Lump Sum	All Required		180.00
48. Type "A" Signs in Place	Sq. Ft.	372	$ 7.25	2,697.00
49. Type "C" & "R" Signs in Place	Sq. Ft.	80	3.75	300.00
50. Type "F" & "G" Signs in Place	Sq. Ft.	14	4.00	56.00
51. Railroad Protective Costs	Lump Sum			3,000.00
	Subtotal			413,528.50 ~~$418,561.50~~
Extra Work Items	Flagging			1,000.00
	Temporary Signing			300.00
	TOTAL			419,829.00 ~~$419,861.50~~

HIGHWAY 80-N LOCATION
WILLOW CREEK

Summary of Construction Quantities & Costs - State of Oregon

Westbound lanes
556+97 to 641+48

	ITEM	UNIT	QUANTITY	UNIT PRICE	ESTIMATE
1.	Clearing and Grubbing	Lump Sum	All Required		$ 4,000.00
2.	Ditch Excavation, Unclassified	Cu.Yd.	2	$ 4.50	9.00
3.	Embankment in Place	Cu. Yd.	19,700	0.75	14,775.00
4.	Extra for Selected Subgrade Material	Cu. Yd.	900	0.25	225.00
7.	Finishing Roadbed and Slopes	Lump Sum	All Required		3,400.00
8.	Rounding Cutbanks	Lin. Ft.	3,190	0.25	797.50
9.	Trench Excavation	Cu. Yd.	140	4.50	630.00
10.	Watering	M-Gal.	135	3.00	405.00
12.	Gravel Blanket	Cu. Yd.	2,330	1.50	3,495.00
13.	3/4"-0 Material in Base	Ton	1,420	2.00	2,840.00
14.	Stone Base	Ton	7,250	1.90	13,775.00
15.	3/4"-0 Aggregate in Prime Coat	Cu. Yd.	50	6.00	300.00
16.	MC-250 Asphalt in Prime Coat	Ton	7	67.00	469.00
17.	RS-1 Emulsified Asphalt in Tack Coat	Ton	2	100.00	200.00
18.	Aggregates in Asphalt Macadam	Cu. Yd.	310	6.00	1,860.00
19.	120-150 Asphalt in Asphalt Macadam	Ton	23	65.00	1,495.00
20.	RS-1 Emulsified Asphalt in Asphalt Macadam	Ton	6	67.00	402.00
21.	Class "B" Asphalt Concrete Mixture	Ton	5,000	7.00	35,000.00
22.	Extra for Asphalt Concrete Approach	One	1	50.00	50.00
25.	18-inch Culvert Pipe	Lin. Ft.	200	5.00	1,000.00
26.	Salvaging & Relaying Culvert Pipe	Lin. Ft.	120	3.50	420.00
27.	18-inch Culvert End Sections	One	2	50.00	100.00

Misc 2

	ITEM	UNIT	QUANTITY	UNIT PRICE	ESTIMATE
28.	Salvaging & Relaying Culvert End Sections	One	2	25.00	50.00
29.	Concrete Inlet, Type "G-2M"	One	1	175.00	175.00
30.	Guide Posts, W-1	One	32	7.50	240.00
31.	Guard Rail	Lin. Ft.	1,430	2.50	3,575.00
32.	Rail End Pieces	One	2	5.00	10.00
33.	Guard Rail Blocks	One	120	2.00	240.00
34.	Extra Guard Rail Posts	One	4	10.00	40.00
35.	Type 2 Barricade - Salvaged Barricade	Lin. Ft.	1,600	1.75	2,800.00
37.	Type I Fence	Rod	85	7.00	595.00
39.	Roadside Seeding	Acre	9	160.00	1,440.00
40.	Grass Seed, Crested Wheatgrass	Lb.	85	0.60	51.00
41.	Grass Seed, Hard Fescue	Lb.	40	0.80	32.00
42.	Inorganic Fertilizer, 10-16-8	Cwt.	35	6.00	210.00
44.	Sign Support Footings	Lump Sum	All Required		217.00
45.	Pipe Sign Posts	Lump Sum	All Required		400.00
46.	Single Sign Supports	Lump Sum	All Required		1,210.00
47.	Painted Wood Sign Posts	Lump Sum	All Required		63.00
48.	Type "A" Signs in Place	Sq. Ft.	240	7.25	1,740.00
49.	Type "C" & "R" Signs in Place	Sq. Ft.	32	3.75	120.00
		Subtotal			$ 98,855.50
	Extra Work Items	Flagging			1,000.00
		Temporary Signing			300.50
		TOTAL			$100,156.00

RECEIVED
DEC 16 1966
FOR FILING

I-80N-5 (19)145
6749

December 16, 1966

Reliance Insurance Co.
Portland Office
620 Oregon Bank Bldg.
Portland, Oregon

Gentlemen:

Contract No. 6749 awarded to S. A. Hutchins & Assoc. Constr. Co. for grading, paving, structure, and signing on the Willow Creek Section of the Columbia River Highway in Gilliam and Morrow Counties was completed on August 9, 1966, and accepted by the Highway Commission on December 15, 1966.

Final payment in the amount of $20,529.91 will be released to the contractor after December 23, 1966. The total contract amount is $399,068.70 including $133.04 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win

cc S. A. Hutchins & Assoc. Constr. Co.
P. O. Box 190
Sutherlin, Oregon

Jowett, Barton, Leavy & Kern
Failing Building
Portland, Oregon 97204

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 15 1966
FOR FILING

I-80N-5(19) 145

6741

December 15, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed August 9, 1966, on Contract No. 6741. The contract was with S. A. Hutchins & Associates Construction Co. and was for grading, paving, structures, and signing on the Willow Creek Section of the Columbia River Highway in Gilliam and Morrow Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective on this date.

This matter will be presented to you for confirmation at the Commission meeting on December 19.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

bg

DEC 13 1966
6147 NPWCO-CA

9 December 1966

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project - State Contract No. 6749
for Grading and Paving Willow Creek Section

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

NOTED
F. B. KLABOE

Dear Mr. Cooper:

Receipt is acknowledged of your letter to this office dated 18 November 1966 wherein you requested my concurrence in acceptance of the contract work on the above-captioned contract.

My concurrence in acceptance of this work was given in a letter to your office dated 25 August 1966 in response to your request dated 12 August 1966. A copy of this letter is inclosed for your reference in the event that the original became lost in the mails.

Sincerely yours,

1 Incl
Cy ltr dtd 25 Aug 66

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

Morgan handling 12-12-66

RECEIVED
AUG 30 1966

6147

NPSCO-CA

25 August 1966

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project - State Contract
No. 6749 for Grading and Paving
Willow Creek Section

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to a letter from your office dated 12 August 1966 requesting concurrence in the acceptance of State Contract No. 6749 for Grading and Paving of the Willow Creek Section.

I concur in acceptance of the work; however, my Resident Engineer has informed me that rough spots exist in the O-11 pavement. If this pavement is repaired at a later date, the cost may not be considered under the deferred maintenance clause of the contract.

Sincerely yours,

FRANK D. McELHER
Colonel, Corps of Engineers
Contracting Officer

orig to
Morgan
8-29-66

LAST REPORT

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Willow Creek	WEEK ENDING: September 24, 1966
		SECTION PREFIX: 611-1067
	HIGHWAY: Columbia River	COUNTY: Gilliam & Morrow
NAME OF JOB: Willow Creek	KIND OF WORK: Grading, Paving, Structures & Signing	
CONTRACTOR: S.A. Hutchins & Assoc. Const. Co.	CONTRACT NUMBER: 6749	FEDERAL AID PROJECT NUMBER: I-80N-5 (19) 145
DATE OF CONTRACT: November 24, 1965	DATE WORK STARTED: December 23, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: August 31, 1966	PERCENT OF TIME ELAPSED: 92
PROJECT AUTHORIZATION: $463,182.91		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $430,245.46	ENGINEERING AUTHORIZATION: $32,937.45	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $404,222.32	ENGINEERING COST TO DATE: $30,993.92	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 6 %	PERCENT OF AUTHORIZATION: 94 %	DATE PROJECT WAS COMPLETED: August 9, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD
100	100	100	100	100 100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.60	1.60		0.48	1.12
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.60	1.60		0.48	1.12
TOTAL ESTIMATED QUANTITIES (CONTRACT)	184,920 CY	20,420 Ton	Agg.	700 011 53	5,400 Ton
TOTAL QUANTITIES CORRECTED TO DATE	167,192 CY	22,062 Ton		550 51	5,442 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	167,192 CY	22,062 Ton		550 51	5,442 Ton
AVERAGE DAILY QUANTITIES	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7520-A	Willow Creek W.B.					
PERCENT	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Overcast-Warm			
MONDAY	Clear-Warm			
TUESDAY	Clear-Warm			
WEDNESDAY	Clear-Warm			
THURSDAY	Clear-Warm			
FRIDAY	Clear-Windy-Warm			
SATURDAY				

Routing

Morgen — Pease

Decker — Morelock

Bond — Trout

Barbee — Scott

Walker — Wills

Glenn — Litchfield

Swan — Olson

RECEIVED
SEP 26 1966
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate was completed and submitted to the Division Office on Monday of this week.

SIGNED C D Hall LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F218

RECEIVED
SEP 14 1966
FORM E-30 BOM 10-65 SP*23401-734

I 17-5(17)
145
6749

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 9, 1966

SUBJECT: Contract No. 6749
Willow Creek Section
Columbia River Highway

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

1019

Reference is made to your assignment No. 1019 dated September 6, 1966.

Since this "Order for State Force Work" involves no responsibility to the Corps, I feel that a reply to them is not necessary.

It was decided sometime ago that any shoulder oiling that was done in conjunction with highway relocation due to the John Day Dam project was a betterment that the State must pay for.

This work is being done by State forces and was expected to be completed on Friday, September 9, 1966.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:fp
Enc.

RECEIVED
SEP 12 1966
OFFICE OF
STATE

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWCO-CA

2 September 1966

Re: Contract No. DA-45-164-CIVENG-61-403
Relocation of Oregon Highway Facilities,
John Day Project - Order for State Force
Work No. 3 issued under State Contract
No. 6749

Routing

Morgan	Pease
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Clenn	Litchfield
Swan	Olsen

RECEIVED
SEP 3 1966
CONSTRUCTION
DIVISION

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Receipt is acknowledged of your letter dated 26 August 1966 forwarding Order for State Force Work No. 3 issued under State Contract No. 6749.

This shoulder oiling work is considered to be a betterment and as a result, the cost thereof is a State responsibility.

Returned herewith approved in accordance with Article 1c is one copy of subject Order for State Force Work.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

1 Incl
SFO No. 3

RECEIVED
SEP 6 1966
OFFICE OF
STATE HIGHWAY ENGINEER

copy to Young 9-13-66

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

Form A-108—8M

OREGON STATE HIGHWAY DEPARTMENT G1-N

Order for State Force Work

APPLYING TO CONTRACT PROJECTS Order No. 3

Project Name Willow Creek Date August 8, 1966

Highway Columbia River Contract No. 6749 F. A. Project No. I-80N-5(19)145

County Gilliam and Morrow Prefix 611-1067 Account No. 249-03

Description of Work To Be Done:

Oil shoulders of eastbound lane - 6' wide, both sides.
M.P. 146.62 to M.P. 148.20.

APPROVED: Frank D. McElwee

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

Location by Station Numbers:

Sta. 557+00 to Sta. 132+40

Estimate of Quantities and Costs:

5,560 sq.yds. O-9 shoulder oiling @ $ .90 .....$ 5,000

Explanation:

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 463,182.91
Present estimate of project cost, including $ 5,000.00 for work under this order	$ 431,294.58
Expected under-run (amount)	$ 31,888.33
Expected under-run (per cent)	6.9

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. C. Smitton
District Maintenance Supt.

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley, Jr. Asst. Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer
Office Engineer.

No work shall constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
AUG 30 1966
FOR FILING

6149

August 26, 1966

The District Engineer
Corps of Engineers, U.S. Army
Building 602, City-County Airport
Walla Walla, Washington

Dear Sir:

Herewith for your information are copies of Order for State Force Work No. 3, Account No. 249 covering the oiling of shoulders on eastbound lane-6' wide on both sides from M.P. 146.62 to M.P. 148.20 on the Willow Creek Section of the Columbia River Highway in Gilliam and Morrow Counties, Contract No. 6749 in connection with Federal-Aid Project No. I-80N-5(19)145.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:ak

RECEIVED
AUG 19 1966
FOR FILING

-747

NPWCD-CA

12 August 1966

Re: Contract No. DA-45-164-CIVENG-61-183
Relocation of Oregon Highway Facilities,
John Day Project - Changes to State
Contract No. 6749 for Work at Willow
Creek Bridge Section

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter dated 4 August 1966, wherein you forwarded three changes issued under State Contract No. 6749.

Returned herewith approved, in accordance with Article 1c, are copies of the two Price Agreements and one Order for Extra Work with the following comments:

a. Price Agreement No. 3 covering the installation of guardrail (Item No. 31) in lieu of guardrail - salvaged barricade (Item No. 36) and paint all guardrail installed on project - The guardrail substitution occurred outside the area of Corps' responsibility and the cost thereof will not be a Government obligation. The Corps was responsible for the installation of 3,112.5 linear feet of guardrail and is therefore responsible for the painting of same. This will increase the Government obligation under this contract $311.25.

b. Price Agreement No. 5 covering the purchase of excess 18-inch Hel-Cor culvert pipe. The State will retain this pipe for its own use and therefore, the cost of the pipe will be a State responsibility.

c. Order for Extra Work No. 2 providing for the removal and reinstallation of railroad right-of-way fence - This fence was installed under a Corps' contract after award of this State contract which necessitated its removal; therefore, the costs incurred are properly a Government responsibility. This will increase the Corps' obligation $115.00.

orig w/ encls.
M Young 8.15.66

12 August 1966

NPWCD-CA
Mr. Forrest Cooper

As a result of these approved changes, the Corps' obligation under this State contract will be increased a total of $426.25.

Sincerely yours,

FRANK H. MCELVEE
Colonel, Corps of Engineers
Contracting Officer

3 Incl
1. PA No. 3
2. PA No. 5
3. ENG No. 2

Form [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

G1-P

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Willow Creek Date January 24, 19 66

Highway Columbia River Contract No. 6749

County Gilliam and Morrow Prefix 611-1067

Contractor S.A. Hutchins & Associates Construction Co. F. A. Project No. I-80N-5(19)145

Address P. O. Box 190, Sutherlin, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove and reinstall Railroad right of way fence.

Location by station numbers:

Left between stations 570 + 00 - 573 + 00

Estimate of quantities and cost:

Labor	$100.00
+ 15%	15.00
	$115.00

APPROVED: Frank D McElwee

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contractor required to remove and reinstall existing Railroad right of way fence to complete random fill. Fence was installed after award of contract. Work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$463,182.91	
Present estimate of project cost, including $115.00 for work under this order	$463,182.91	
Expected under-run / over-run amount	$0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ C. D. Hiatt
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ H. S. Coulter
Asst. Division Engineer

Approved /s/ L. H. Young
[illegible] Highway Engineer or Office Engineer.

State Printing

RECEIVED
OCT 20 1966
FOR FILING

I-80N-5(19)145

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 12, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 9, 1966, on Contract No. 6749, Willow Creek Section, in Gilliam and Morrow Counties, in connection with Federal-Aid Project No. I-80N-5(19)145.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F. B. KLABOE

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 10-10-66

Conditions noted on above date:

None.

A. W. Parsons
Division Engineer

By: G R Brooks
G. R. Brooks
District Engineer

WG:

RECEIVED
OCT 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Rel'd to Young
10-20-66

RECEIVED
JUL 18 1966

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

6749

NPWCO-CA

11 July 1966

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Certain Oregon State
Highway Department Facilities,
Approval of Price Agreement No. 6
Under State Contract 6749

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter of 27 June 1966 to this office forwarding a copy of Price Agreement No. 6 under State Contract 6749 for my consideration and approval.

The flattening and stabilization of existing slopes and reinstallation of right-of-way fencing is within an area of Corps construction responsibility, and was verbally approved in the field by Mr. Tom Mendiola, my Resident Engineer, on 27 May 1966.

Therefore, returned herewith approved is a copy of Price Agreement No. 6. This will increase the Corps obligation under State Contract No. 6749 by $1,240.00.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

1 Incl
Price Agreement

REFERRED TO

BY ASST. STATE HWY. ENGR.
w/encl.
7-18-66

OFFICE OF

RECEIVED
JUL 15 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 30 1966
FOR FILING

Contract-Civil 145
ENGCO-CA
6749

23 June 1966

Re: Contract No. DA-45-144-CIVENG-61-183
Relocation of Oregon Highway Facilities,
John Day Project - Approval of Price
Agreement No. 4 to State Contract
No. 6749

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Receipt is acknowledged of your letter dated 26 May 1966 to this office, wherein you requested my approval of Price Agreement No. 4, issued under State Contract No. 6749, for the changing of specification to allow use of pneumatic-tired roller on asphaltic concrete.

Inclosed herewith approved is a copy of your Price Agreement No. 4. Inasmuch as there is no change in contract price, this will in no way alter either the State or Government obligation.

Sincerely yours,

1 Incl
PA No. 4

FRANK D. McELDER
Colonel, Corps of Engineers
Contracting Officer

orig to young
w/encl
6-30-66

RECEIVED
JUN 30 1966
FOR FILING

NPWCO-CA

23 June 1966

Re: Contract No. DA-45-164-CIVENG-63-103
Relocation of Oregon Highway Facilities,
John Day Project - Approval of State
Force Order No. 2 issued under State
Contract No. 6749

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter dated 26 May 1966, wherein you submitted for approval a copy of Order for State Force Work No. 2 covering the removal of asphaltic concrete patch from Willow Creek bridge deck under State Contract No. 6749.

Returned herewith approved is a copy of Order for State Force Work No. 2.

Inasmuch as this work is entirely within an area of Corps' responsibility, the entire cost of this work will be a Government obligation.

I concur in the estimate of this work and the project authorization for Contract No. 6749 is hereby increased by the amount of $150.00.

Sincerely yours,

1 Incl
SFO No. 2

FRANK D. McELROY
Colonel, Corps of Engineers
Contracting Officer

orig to Young
Chief
6-30-66

RECEIVED
MAY 27 1966
FOR FILING
6749

May 26, 1966

The District Engineer
Corps of Engineers, U.S. Army
Building 602, City-County Airport
Walla Walla, Washington

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 2, covering the removal of asphaltic concrete patch from bridge deck which was constructed to temporary grade on the Willow Creek Section of the Columbia River Highway in Gilliam and Morrow Counties, Contract No. 6749 in connection with Federal-Aid Project No. I-80N-5(19)145.

This work is to be done with State Forces as the contractor does not have the equipment to do the work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:lt

FORM E-128X 80M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I 80N-5(19)145

6749

May 25, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Willow Creek Section
Westbound Lane
Columbia River Highway
I-80N-5(19)145

Dear Sir:

Please refer to your Memorandum 08-35-DA dated February 8, 1966 and to a letter from this office dated December 7, 1965 concerning two turn-around roads for the railroad as proposed by the Corps of Engineers. Recent inquiries by the Corps of Engineers have prompted further study into this matter.

It is apparent, from field inspection, that ample turnaround areas are available nearer the ends of the railroad bridge than were originally requested by the Corps. These area could be utilitized by the railroad with only a minor alteration in our fencing plan on the westerly area. The enclosed plan shows the proposed fence revision in red.

We request your permission to alter the access control line coincident with the fence revision as shown in red on the enclosed plan.

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
F. B. KLABOE

By

F. D. Morgan
Construction Engineer

RECEIVED
MAY 27 1966
BPR SALEM, OREG.

DLT:nh:fp
Enc.
bc F. B. Klaboe
A. F. Parson
J. S. Sawyer

Sec. 26

Sec. 25

INTERS
WILL

N. 56°00'44" E.

Const. Guard Rail
with Blocks - 250'
R.R. R/W

Const. Typ

110'
R.R. R/W

Revised Location
of Fence

40'

575

580

12'
12'

N. 54°52'20" E.

W. BOUND LANES

Const. Type 2 Fence
Sta. 568+07.5 to Sta. 581+20
Const. Guard Rail with Blocks
For Quant., See Sheet 3

Const. Loose Riprap
For Quant., See Sheet 3

Stockpile Site

575

Const. Type 2 Fence

N. 60°01'20" E.

580

E. BOUND LANES

INTERSTATE HIGHWAY 80-N
WILLOW CREEK AREA

25

Union P

onst. Guard Rail
ith Blocks - 250'
R. R/W

Const. Type 2 Fence

(By Others)
Future Loose
Riprop - 950 C.Y.
(Stockpile)

590

+23.34

+98.96

585

COLUMBIA

Const. Guard Rail w

Const. Type 2 Fence

Const. Loose Riprap -

Const. Loose Riprap
For Quant., See Sheet 3

cks

pile Site

Reconstruct Bridge - 345.32'
30' Roadway
Drg Nos. 7520 A,
20682, 20683
20681

WILLOW CREEK

(By Others)
Future Granular Embank

580

585

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWCO-CA

20 April 1966

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project - Use of Traffic Signs

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter dated 8 March 1966 indicating your desire to relocate the large neon "SLOW" signs from their present location to the detour at Willow Creek.

I concur in the use of these warning signs as you have proposed. The Government has no use for either of the generators and the required poles, transformer, etc., when they are no longer needed at the Willow Creek detour. Therefore, a reasonable salvage value must be established for these items and an adjustment made accordingly in the amount of the Government's cost responsibility. Please furnish your revised detailed estimate for my review and approval.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
APR 27 1966
CONSTRUCTION
DIVISION

RECEIVED
APR 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 26 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 8 - 1966
FOR FILING

I-80N 5(19) 145
1149

March 8, 1966

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Dear Sir:

Re: Willow Creek, Westbound Lanes, Columbia River Highway, John Day Lock & Dam Project

During repair work on the John Day River Bridge, two large neon "SLOW" signs were used to warn traffic of the dangerous condition of the area. When these are no longer needed in this area, they will be available for use elsewhere. It has occurred to us that as traffic becomes heavier during the coming summer months, these signs could be used to a great advantage on the detour at Willow Creek. The present signing at Willow Creek has been effective thus far, but with heavier traffic on the road in the summer months combined with the fact that it is the only detour on a road signed for 75 miles-per-hour for approximately 20 miles in each direction, it is felt that the use of these signs is warranted.

Since the Corps of Engineers share in the construction of this project, it is our desire that you share a like amount in the cost for the use of these signs.

Attached you will find an estimate of cost for this work. The amount is $3,925. The Corps' share of the original contract is 67.79 percent of the total contract. This same percentage applied to this sign work amounts to $2,661 for the Corps of Engineers.

You will note on the attached estimate that power for the east sign is furnished by gasoline powered generators. An estimate from the power company revealed that it would cost approximately $6,000 to $7,000 to supply power to this area. The necessary generators can be purchased for approximately $1,000. We request your concurrence or comments on this proposal.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
A. F. Parson
J. S. Sawyer

DLT:fp,srb
Attachment

ESTIMATE OF COST

State Force Order No. 1

M.P. 145.90 & M.P. 146.65

West End - Pacific Power & Light service to proposed neon sign to be installed on side of beam on Heppner Interchange Structure. (Salvage minus removal cost not included)
2-35' Poles, 5 KV Transformer,210' #4 aluminum triplex wire..$ 500

East End - Pacific Power & Light furnish and install 2-35' poles, guy wires, etc. to hang neon sign over the west bound lane, 3/4 mile east of overcrossing at Heppner Junction .....$ 525

West End - State Forces to install neon sign on Heppner Junction Overcrossing. Work to be done by State Electrical Crew..... $ 500

East End - State Forces to install neon sign east end of project on poles set by P.P.&L. as listed above..... $ 500

Purchase 2 - 2.5 KV gasoline powered generators @ $500 each $1000

Build protective housing for two generators. (By State Bridge Crews)..... $ 500

Service cost estimate on generator - Estimated time 30 days per month, 1 hour per day, one man, transportation included, $ 100 per month. Assuming installation date May 1st - expiration date September 1st..... $ 400

Total Cost $3925

RECEIVED
MAR 8 - 1966
FOR FILING

I-80N-5(19)145
6749

March 8, 1966

The District Engineer
Corps of Engineers, U. S. Army
Building 602, City-County Airport
Walla Walla, Washington

Dear Sir:

Herewith for your information are copies of Order for State Force Work No. 1 covering the installation and maintenance of two (2) overhead neon signs at the west and east ends of the Willow Creek Bridge Section of the Columbia River Highway in Gilliam County, Contract No. 6749 in connection with Federal-Aid Project No. I-80N-5(19)145.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:jb

RECEIVED
FEB 10 1966
I-80N 5(19)145
6147

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

Klamath

NPWDC-A

7 February 1966

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities
John Day Lock and Dam Project

Mr. Forrest Cooper
State Highway Engineer
Oregon Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter of 2 December 1965 in regard to computations of Oregon State Highway Department obligation for constructing the Willow Creek Section, Westbound Lanes, of I-80N-5(19)145.

Calling our attention to the recomputation is very much appreciated. The amount of funds reserved to finance the Corps obligation for constructing this section of the relocated highway will be adjusted in the amount of $20,125 representing the difference in computations reflected in your letters of 5 November 1965 and 2 December 1965.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

REFERRED TO
Young - Jungen
By Asst. State Hwy. Engr.
2-10-66

RECEIVED
FEB 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 9 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 9 - 1966
FOR FILING

Form CO-131 (11-63) (Pres. by A.O. 206.10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(19)145

TO 6743

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: February 3, 1966

In reply refer to: 08-35-DA

SUBJECT: Oregon Project I-80N-5(19)145
Willow Creek Section
Columbia River Highway
Turnaround Road Easement

Received for acceptance was a sketch map of the Willow Creek area showing 2 turnaround roads for the railroad as proposed by the Corps of Engineers.

The proposal subject has been reviewed in the field and it appears that there are adequate places on the railroad right of way northerly of the track to provide this turnaround; therefore, we do not concur in the approval of the easements as requested.

REFERRED TO
Morgan
BY ASST. STATE HWY. ENGR.

Please analyze carefully. Then advise remedy in writing --

copy to Young Litchfield 2-8-66

FEB

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 1 - 1966
FOR FILING

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

I-80N-5(14) 145
6749 NPWCO-CA

31 January 1966

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project - Approval of Contract
Changes, State Contract 6749

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter to this office dated 14 December 1965, forwarding copies of Extra Work Order No. 1 covering the State's share of flagging costs, and to your letter of 7 January 1966, forwarding Price Agreement No. 1 for the substitution of Class "B" Asphaltic Concrete in lieu of O-11 oil mat wearing surface on the W. B. Willow Creek Section of Highway I80N.

Inclosed are approved copies of both these changes in accordance with Article 1c of our agreement contract. The cost of both these changes is considered to be the State's obligation, inasmuch as the entire work is outside the area of Government participation. Likewise, any credit received for those quantities of Items 18, 19, and 20 eliminated would properly be credited to the State.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

2 Incl
1. EWO No. 1
2. PA No. 1

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
2-4-66

RECEIVED
FEB 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 3 1966
OREGON
STATE HIGHWAY COMMISSION

Form E-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name: Willow Creek Section W.B. — Date: December 7, 1965

Highway: Columbia River — Contract No.: 6749

County: Gilliam and Morrow — Prefix: 611-1067

Contractor: S. A. Hutchins & Associates Construction Co. — F. A. Project No.: I-80N-5(19)145

Address: P. O. Box 190 Sutherlin, Oregon — Order No.: 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging - State Share

Location by station numbers:

546+64.47 to 562+00 West Temporary Connection

642+00 to 662+00 East Temporary Connection

Estimate of quantities and cost:

Flagging Labor - - - $1,000.00

APPROVED: Frank D. McElwee

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This is an anticipated item that has been provided for in the Project Authorization. Standard Specifications for Highway Construction (Issue of 1964) require the State to reimburse the contractor for 57% of the total flagging labor costs, for work on temporary detours (page 48) and connections.

(Over)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$463,182.91
Present estimate of project cost, including $1,000.00 for work under this order	$462,882.91
Expected under-run amount	$300.00
Expected under-run per cent	00.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ D. W. Gallaher — Resident Engineer

Approval Recommended: /s/ H. S. Coulter — Division Engineer

Approval Recommended: /s/ Alfred A. Rear — Asst. Construction Engineer or Bridge Engineer

Approved: /s/ L. H. Young — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Maximum equipment rates allowable as per A.G.C. - State Agreement.
Percentage allowed contractor is in accordance with the executed contracts for this project.

Work not started 12-7-65
Estimated starting date: December 27, 1965

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Willow Creek		WEEK ENDING: January 29, 1966
		SECTION PREFIX: 611-1067
HIGHWAY: Columbia River		COUNTY: Gilliam and Morrow
NAME OF JOB: Willow Creek	KIND OF WORK: Grading, Paving, Structure & Signing	
CONTRACTOR: S. A. Hutchins & Assoc. Const. Co.	CONTRACT NUMBER: 6749	FEDERAL AID PROJECT NUMBER: I-80N-5 (19) 145
DATE OF CONTRACT: November 24, 1965	DATE WORK STARTED: December 23, 1965	ESTIMATED COMPLETION DATE: August 31, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 20 — SUPERVISION: 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $463,182.91	SPECIFIED COMPLETION DATE: August 31, 1966	PERCENT OF TIME ELAPSED: 25
EXCLUSIVE OF ENGINEERING: $430,245.46	ENGINEERING AUTHORIZATION: $32,937.45	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 19
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $411,718.15	ENGINEERING COST TO DATE: $8,309.71	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 18
ESTIMATED PERCENT OVERRUN/UNDERRUN: 4 %	PERCENT OF AUTHORIZATION: 25 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT L. PROD
80	25	46	0	0	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.60	1.60		0.48	1.12
MILES PARTIALLY COMPLETED	1.60	0.00		0.00	0.00
MILES COMPLETED	0.00	0.00		0.00	0.00
TOTAL ESTIMATED QUANTITIES (CONTRACT)	184,920 CY	20,420 Tons	Agg.	700-011 53	5,400 Ton
TOTAL QUANTITIES CORRECTED TO DATE	184,920 CY	20,420 Tons		700 53	5,400 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	85,000 CY	250 Tons			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	2				
HOURS PER SHIFT	8				

EQUIPMENT USED DURING THE WEEK: 4 scrapers, 3 dozers, 1 rubber tireloader

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		N/A		
MONDAY	Part Cloudy-Cold			
TUESDAY	Low Overcast-Light Snow A.M.-Cold			
WEDNESDAY	Overcast-Cold			
THURSDAY	Broken Overcast-Cool			
FRIDAY	Part Cloudy-Cool			
SATURDAY				

RECEIVED
JAN 31 1966
CONSTRUCTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Grading equipment hauled granular embankment material into bridge end fills between 580 - 585 and into stockpile west of Willow Creek. Night shift hauled into stockpile. Crushing contractor moved off of the project today.
TUESDAY	Grading spread worked day shift hauling from cut between station 595 - 600 (east of Willow Creek) into fill area between stations 570 - 580 (west of Willow Creek). Night shift hauled granular embankment material from gravel bar at the mouth of Willow Creek into stockpile.
WEDNESDAY	Grading equipment worked in same areas as on Tuesday.
THURSDAY	Grading equipment ~~xxx~~ worked in same areas as on Tuesday.
FRIDAY	Contractor worked two scrapers removing old west end connection. Material hauled into fill between 570-572. Two scrapers hauled from cut between 600-605 into fill area between 585-590. Night shift hauled granular embankment material from gravel bar into stockpile.
SATURDAY	

REMARKS

Contractor will complete the hauling of granular embankment early next week, and then work two shifts hauling from cut areas on both ends of the project into fill areas at Willow Creek. Work on the Willow Creek structure is expected to start on or about Feb. 7, provided contractor plans are approved.

SIGNED C. D. Elliott LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP*F216

RECEIVED
FEB 17 1966

I-80N-5(19)145
6749

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Continent
MAR 31 1966
U.S. Bureau of Public Roads

Project Name Willow Creek Date January 24, 1966

Highway Columbia River Contract No. 6749

County Gilliam and Morrow Prefix 611-1067

Contractor S. A. Hutchins and Associates Construction Co. F. A. Project No. I-80N-5(19)145

Address P. O. Box 190, Sutherlin, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove and reinstall railroad right of way fence.

Location by station numbers:

Left between Stations 570+00 - 573+00

Estimate of quantities and cost:

Labor	$100.00
+ 15%	15.00
	$115.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Contractor required to remove and reinstall existing railroad right of way fence to complete random fill. Fence was installed after award of contract. Work has not started.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 463,182.91
Present estimate of project cost, including $ 115.00 for work under this order	$ 463,182.91
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. D. Hiatt
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ H. S. Coulter
Asst. Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Salem 2-17-66

FOR FILING
JAN 4 - 1966
Morgan
Routing
Peets
Merelock
Trout
Bond
Barbee
Walker
Glenn
Swan
Wills
Litchfield
Olson
RECEIVED
DEC 31 1965
CONSTRUCTION
DIVISION
NOTED
R L PORTER

December 30, 1965

D 370 - 02 - 12
(Willow Creek Section)

S.A. Hutchins and Associates Construction Co.
P. O. Box 190
Sutherlin, Oregon

Attn: Mr. Selmar A. Hutchins

Gentlemen:

This is to confirm recent verbal advice regarding your operations and use of haul road across the Railroad's right of way and under Bridge 148.49 in connection with Contract #6749 awarded to you by the Oregon State Highway Commission on reconstructing the Willow Creek Section of the Columbia River Highway.

St. Paul Fire and Marine Insurance Company policy No. 504 JG 8062, supplied by Jewett, Barton, Leavy & Kern in connection with the project has been approved by the Railroad's legal department subject to identifying the railroad protective endorsement as Endorsement No. 26A in line with Mr. R. J. Hedlund's letter of December 13th. Page 1 of the endorsement attached to our copy of the policy has been so amended and, for your file as well as those of the Oregon State Highway Department and Jewett, Barton, Leavy & Kern, photocopies of the amended page is attached. You will also note that the project description on page 1 has been expanded to agree with description given in Section 3 of page 3 of the endorsement.

In addition, the recitals of Indemnity Agreement dated November 26, 1965, furnished with your letter of even date, will have to be revised slightly to agree with the actual field conditions and to cover your use of the haul road. Our legal department is preparing a supplemental agreement to cover these revisions and as soon as this is completed, it will be forwarded to you for signing.

With the understanding that the aforementioned arrangements are satisfactory, you may proceed with use of the haul road subject to the Railroad's usual safety measures

which, among other things, will include stationing a railroad watchman, at your expense, at the bridge while the haul road is in use and your providing gates which may be locked with locks controlled by the Railroad. Furthermore, it will be necessary for you to clean up the premises and restore the Railroad's riprap and right of way in a satisfactory manner after use of the haul road is discontinued.

Yours very truly,

W. G. Johnson

cc: Mr. T. W. Litchfield
Utilities Liaison Engineer
Oregon State Highway Department
Salem, Oregon 97310

Mr. Richard J. Hedlund
J. B. L. & K. Corporation
618 S.W. 5th Avenue
Portland, Oregon 97204

COPIED TO AH PARSONS
RL PORTER
FB KLAGGE
LH YOUNG
ID MERCHANT
FD MORGAN
AF PHRSON
DW GALLAHER
JW VALENTINE

12-31-65
L

RECEIVED
JAN 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Endorsement No. 26A

~~(XXXX

RECEIVED
DEC 27 1965
FOR FILING

PHONE
RESIDENCE
672-1592

S. A. Hutchins and Associates

CONSTRUCTION CO.
P. O. Box 190
U. S. 99 Freeway at Sutherlin Exit
SUTHERLIN, OREGON

PHONE:
ROSEBURG 672-4881
SUTHERLIN 459-2244

I-Mat-5(13)14 C
6749

December 22, 1965

Standby Force Account Records
Re: Contract 6749 Willow Creek Section

Don Gallagher, Resident Engineer
Oregon State Highway Department
PO Box 37
Dufur, Oregon

Period December 13 to December 21, 1965
Seven (7) days at eight (8) hours each
Total Fifty-six (56) hours each machine

54 Hrs.	631-D Tractor Scraper *	$26.40	$1,425.60
56 Hrs.	631-D Tractor Scraper *	26.40	1,478.40
56 Hrs.	631-E Tractor Scraper *	26.40	1,478.40
56 Hrs.	D6-Cl Tractor Scraper	24.20	1,355.20
56 Hrs.	D6-Cl Tractor Scraper *	24.20	1,355.20
56 Hrs.	D9 Cat Tractor w/blade & ripper *	31.90	1,786.40
56 Hrs.	D8A Cat Tractor w/blade & ripper *	29.50	1,652.00
56 Hrs.	15A Cat Tractor w/blade *	18.95	1,061.20
56 Hrs.	12H Cat Grader *	12.65	708.40
56 Hrs.	American 30 Ton Crane	28.60	1,601.60
56 Hrs.	Pickup - ½ Ton *	1.80	100.80
1 2/5 Weeks	Superintendent @ $220.00 ÷ 40.33	266.19	372.66
			$ 14,389.66

NOTED
F. R. MABOE

RECEIVED
DEC 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 20 1965
FOR FILING

SP*19103-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 16, 1965

To: MEMO TO THE FILES

SUBJECT: Memorandum Regarding Status of Work at Willow Creek Section Columbia River Highway and Including Investigation of S. A. Hutchins and Associates Construction Company Letter of December 7, 1965 Assignment No. 292-M

Regarding U. S. Corps of Engineers project (future eastbound lanes) and also Willow Creek Bridge at same location.

Recently it was decided, due to the late season, to substitute asphaltic concrete paving in place of the specified 0-11 oil mat. This work included the paving of the connection east of this area. Negotiations were conducted between the State, Bureau of Public Roads and the U. S. Corps of Engineers to make this change. The Corps then negotiated with their contractor and the paving work started as of December 15, 1965. It is expected that the paving plus shoulder work will be completed about December 23, 1965. As far as the bridge work is concerned, there now remains some grinding of the deck and finish work on rails and sides of the structure. This work is also expected to be completed by December 23, 1965. The above work on both grade and bridge could be delayed by adverse weather conditions.

Regarding the S. A. Hutchins and Associates Construction Company work on Contract No. 6749, Willow Creek Section.

Mr. S. A. Hutchins on December 7, 1965 wrote a letter to Don Gallaher, Resident Bridge Engineer, with copies to other various people, in which he stated that on the date of award, November 24, 1965, he had equipment and a superintendent at the project and was ready to start work. However, he states he was unable to do so as he was unable to secure permission from the Highway Department to proceed. He further states that this left him no alternative but to seek reimbursement at force account rates for his equipment from November 24 until such time as permission to work is granted. He lists equipment costs per hour and superintendent salary.

On December 7, 1965, I went to Eastern Oregon and enroute to LaGrande investigated the Willow Creek area work in accompaniment with J. S. Sawyer. Some scraper equipment was noticed which according to information received belonged to S. A. Hutchins. On December 8, 1965 in LaGrande word was received from John Bond regarding Mr. Hutchins' letter. Investigation regarding the project and letter revealed the following:

1. The raising and reconstruction of the Willow Creek Bridge and grading work on approaches to this bridge could not be readily done until the existing highway traffic was diverted to the future eastbound lanes (Corps' project).

2. Prior to switching traffic both detaur connections easterly and westerly of the Willow Creek area would have to be completed. Note: The west connection was an obligation of S. A. Hutchins Company. The east connection would be mainly completed by the Corps' contract.

3. Prior to switching traffic, the Corps' project and the Willow Creek Bridge on this project would have to be finished for traffic.

4. It was understood at that time S. A. Hutchins Company intended to obtain surfacing and oiling aggregates from an area northerly of the Union Pacific Railroad tracks and that before any of the material could be moved across the tracks, a permit would have to be obtained from the Railroad Company (contractor's obligation to secure it). As of this time, December 16, 1965, I am informed the permit has not yet been obtained.

5. At the time of my trip to LaGrande, it was indicated the contractor did not have available surfacing material to make his west end connection until the UPRR permit was obtained.

6. Further investigation indicates, and is substantiated by letter from Don Gallaher, Resident Bridge Engineer, to S. A. Hutchins, and also teletype from Division, that at no time was the contractor denied permission to start work on the project.

7. In viewing the project in the field and a study of plans, it appears to me that it should be evident that prior to starting any of the major work, a contractor could readily see that the preliminary work of constructing the connection and diverting traffic to the future eastbound lanes would have to be the first work done.

In consideration of the above data, it is difficult for me to see where a contractor could be justified in any type of claim until such time as he had provided the west connection. Any time after that period might form some justification for time extension , but cost for standby time for equipment and men would be extremely questionable.

According to information received from Division V (Shirley) as of today (December 16, 1965), Hutchins is about ready to go to work on the west connection. Plans are to open the eastbound lanes to eastbound traffic and leave the westbound traffic on the westbound lanes while fully completing the diversion connections. Then diverting all traffic to the eastbound lanes to allow for Hutchins main contract work to proceed. Also, a Price Agreement is being negotiated to place asphaltic concrete pavement on the west connection in lieu of the specified oil mat.

John H. Walker
Assistant Construction Engineer

JHW:fp

PHONE
RESIDENCE
672-1592

S. A. Hutchins and Associates
CONSTRUCTION CO.
P. O. Box 190
U. S. 99 Freeway at Sutherlin Exit
SUTHERLIN, OREGON

PHONE:
ROSEBURG 672-4881
SUTHERLIN 459-2244

December 15, 1965

NOTED
F.R. MENUE

Mr. Don Gallaher, Resident Engineer
Oregon State Highway Department
PO Box37
Salem, Oregon

Dear Mr. Gallaher:

With reference to our Oregon State Highway Department Contract 6749, Willow Creek Section, Columbia River Highway, which was awarded to us on November 24, 1965, we have received your letter of December 10, 1965, in which you state we have at no time prevented your firm from taking activity. We have not had a chance to work from as far as the detour is concerned until the afternoon of December 13, 1965, and what is stated would be approximately two hours work that we could do.

In the Preconference Meeting that we had with various agencies, I am referring you to approximately the fourth paragraph in which you state that we could not build the detour until the traffic is put on the East Bound lane. The traffic is still not on the East Bound Lane and according to your own statement it would be after the first of the year at the very earliest that the East Bound Lane would be slid. Therefore, I cannot see where we have permission or any chance to start on this project. This work has not been completed on the East Bound Lane and Mr. Mentiola of the Corps of Engineers stated it would be done in three weeks. Three weeks has long passed and still no oil or paving on the East Bound Lane. In the pre-conference meeting we had in Arlington on November 15, 1965, we stated we would like to start granual subcoment material in stock-pile prior to the actual signing of the documents in Salem on Contract 6749. The reason we asked for this permission to start this granual material was it would in no way effect traffic on Interstate 84 and we could get our equipment started to work sooner.

There has been a delay in securing permission under the Railroad due to railroad protective insurance which was started after the bid on this project. There was terminology in this railroad protective that did not say exactly as Union Pacific wanted it said so there has been changes three times to meet their requirements. This work in no way regulates the starting or finishing the grading on the main line.

We were notified that we were low bidder on November 5, 1965, and in this letter it stated that the contract would be awarded to us. "The Commission referred the bid to the Engineer with their authority to award the contract to us as soon as certain conditions have been satisfied. When these conditions have been fulfilled we will let you know." We, therefore, moved all our equipment in to start this project as soon as the conditions have been met. On November 24, 1965, we received a letter signed by C. W. Reed, Asst. Secretary, Oregon State Highway Department and I quote, "These conditions have been satisfied and the State Highway Engineer today awarded you the job, which has been assigned Contract No. 6749".

Now the contract has been awarded we were ready to go to work the 30th, with a complete spread of equipment and we were not allowed to start the delays, referring again to your fourth paragraph stating we would not build, therefore, we are sending you another weeks billing for Standby Equipment.

The way it is stated now, without deferring traffic in Rock Lane it is impossible to do this.

Hoping this matter can be straightened out so we can go to work.

Yours very truly,

S. A. HUTCHINS AND ASSOCIATES CONSTRUCTION CO.

Palmer A. Hutchins
President

PAH:ms
Encl: Billing

cc: Frank Morgan - State Highway Engineer, Salem
F. D. Kinlow, Asst. State Highway Engr. Salem
A. F. Parsons, Dist Engr. 2111 Adams LaGrande
H O Coulter, Oregon State Highway Department, LaGrande
T J Nordhein, Corps of Engrs. John Day Intersection
W E Hoffman, Oregon State Highway Department, The Dalles
E. A. Nichols, Bureau of Public Roads, Salem
Al Wirth - Company Superintendent

RECEIVED
JUL 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

PHONE
RESIDENCE
672-1592

S. A. Hutchins and Associates
CONSTRUCTION CO.
P. O. Box 190
U. S. 99 Freeway at Sutherlin Exit
SUTHERLIN, OREGON

PHONE:
ROSEBURG 672-4881
SUTHERLIN 459-2244

December 15, 1965

Standby Force Account Rentals
Re: Our letter of December 7, 1965

Re: Contract 6749 Willow Cr. Section

Don Gallagher, Resident Engineer
Oregon State Highway Department
P. O. Box 37
Rufus, Oregon

Period November 26 to December 10, 1965
Nine (9) days at eight (8) hours each
Total Seventy-Two (72) hours each machine

72 Hrs.	631-B Tractor Scraper @	$26.40	$1,900.80
72 Hrs.	631-B Tractor Scraper @	26.40	1,900.80
72 Hrs.	631-B Tractor Scraper @	26.40	1,900.80
72 Hrs.	D6-21 Tractor Scraper @	24.20	1,742.40
72 Hrs.	D6-21 Tractor Scraper @	24.20	1,742.40
72 Hrs.	D9 Cat Tractor W/Blade &Ripper @	31.90	2,296.80
72 Hrs.	40A Cat Tractor W/Blade & Ripper @	29.50	1,908.00
72 Hrs.	15A Cat Tractor W/Blade @	18.25	1,314.00
72 Hrs.	14A Cat Grader	12.65	910.80
72 Hrs.	American 30 Ton Crane	28.60	2,059.20
72 Hrs.	Pick up - Ford @	1.80	129.60
1-4/5 Weeks Superintendent @ $224.00 + $42.33			479.39
			$18,284.39

FORM E-123X 50M 8-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10
~~XXXXXXX~~
Rufus, Oregon
December 10, 1965

Re: Willow Creek, W.B.
Contract #6749
Columbia River Highway
Gilliam County

Colmar L. Hutchins & Associates Const. Co.
P. O. Box 190
Sutherlin, Oregon

Gentlemen:

This will acknowledge receipt of your letter of December 7, 1965, in which you claim to have been denied permission to start work on the subject project.

At no time have we prevented your firm from undertaking activity - as was proposed at the pre-construction conference or discussed with your field superintendent (Mr. J Blake). You must first, construct the temporary connection at the west end of the project (TW line), before any work can proceed on the West Bound Lanes of Highway 30N, in this section. Every possible effort will be made by this office to work with you, on construction of this crossover.

Special provisions for this project do not stipulate or guarantee any date of work commencement. They do require completion of negociations, insurance, etc. with the Railroad Company. This "Railroad Protection" is your responsibility and has been a continual blockage to your plans for hauling granular material to stockpile, and commencement of rock crushing operations.

The State therfore, cannot accept your billing for equipment standby. Please feel free to contact this office for any further questions that you may have concerning this matter.

Very truly yours,

D. W. Gallaher

D. W. Gallaher
Resident Engineer

12/13 Ltr to Klahr
Cert Ins Bond
2P

cc: Mr. I. D. Merchant
Mr. F. D. Morgan
Mr. W. F. Parson
Mr. J. S. Sawyer
Mr. W. A. Nichols, B.V.

Morgan
Decker
Bond
Barbee
Walker
Smith
Brown
Route
Lindfield

PHONE
RESIDENCE
672-1592

S. A. Hutchins and Associates
CONSTRUCTION CO.

P. O. Box 190
U. S. 99 Freeway at Sutherlin Exit
SUTHERLIN, OREGON

PHONE:
ROSEBURG 672-4881
SUTHERLIN 459-2244

December 7, 1965

RECEIVED
DEC 1 1965

Mr. Don Gallaher, Resident Engineer
Oregon State Highway Department
PO Box 36
Rufus, Oregon

Dear Mr. Gallaher:

With reference to our Oregon State Highway Department Contract No. 6749, Willow Creek Section, Columbia River Highway which was awarded to us on November 24, 1965.

We have had our Superintendent and equipment on this project ready to start the day of the award. However, we have been unable to secure permission from your Department to proceed with the work.

In our phone conversation to you, you intimated to us it could possibly be another thirty days before we could get started.

This leaves us with no other alternative but to look to the State Highway Department for reimbursement at force account rates based on an eight hour day since November 24 until we get the permission to start the project.

We have repeatedly asked permission to start this job.

One (1) 631 B Tractor Scraper	$26.40	per hour
One (1) 631 B Tractor Scraper	26.40	per hour
One (1) 631 B Tractor Scraper	26.40	per hour
One (1) D W 21 Tractor Scraper	24.20	per hour
One (1) D W 21 Tractor Scraper	24.20	per hour
One (1) D 9 Cat Tractor w/ blade and Ripper PSTC	31.90	per hour
One (1) 46A Cat Tractor w/blade and Ripper PSTC	29.50	per hour
One (1) 15A Tractor w/blade	18.25	per hour
One (1) #14 Cat Grader 25,500-30,000 lbs	12.65	per hour
One (1) American Crane 30 Ton	28.60	per hour
One (1) Superintendent ½ Ton Pickup	1.80	per hour
Superintendent Salary	224.00	per week plus Fringe Benefits of $42.88 per week.

RECEIVED
DEC 9 1965
OFFICE OF
HIGHWAY ENGINEER

Yours very truly,

Selmar A. Hutchins
President

RECEIVED
DEC 15 1965
FOR FILING

December 14, 1965

The District Engineer
Corps of Engineers, U.S. Army
Building 602, City-County Airport
Walla Walla, Washington

Dear Sir:

Herewith for your information are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Willow Creek W.B. Section of the Columbia River Highway in Gilliam and Morrow Counties, Contract No. 6749, in connection with Federal-Aid Project No. I-[illegible]-3(19)145.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Encl.

CWT:ia

RECEIVED
DEC 8 - 1965
FOR FILING

I-5-2(19)145

6749

December 7, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Willow Creek Section
Westbound Lanes
Columbia River Highway
I-SCM-5(19)145

Dear Sir:

Enclosed is a sketch map of the Willow Creek area showing two turnaround roads for the railroad as proposed by the Corps of Engineers.

The Corps of Engineers has asked for approval of easements for these turnaround roads. The right-of-way fence would have to be changed to the locations as shown on the sketch. The additional fence required is the Corps' responsibility and would be paid for by them.

The right-of-way in this area was not purchased with Interstate money.

Your early review and approval is requested so that an answer can be sent to the Corps of Engineers.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

DEK:fp FBK:arb

Enclosure

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
A. F. Parsen

Sec. 26

Sec. 25

6.5 Rods
Additional fence needed.

11.5 Rods
Additional fence needed.

RIP RAP TURN AROUND ROADS

Union Pacific Railroad

Obliterate Extg. Road

RIVER

COLUMBIA

Flare "A"

Flare "A"

N. 56° 00' 44" E.

N. 54° 52' 20" E.

P.R. R/W

Const. Guard Rail with Blocks - 250'

R.R. R/W

Const. Type 2 Fence

(By Others)
Future Loose Riprap - 950 C.Y.
(Stockpile)

Const. Guard Rail with Blocks - 825' Rt.
- 587.5' Lt.

Const. Type 2 Fence

Const. Loose Riprap - 1825 C.Y.

Const. Type 2 Fence
Sta. 568+075 to Sta. 581+20
Const. Guard Rail with Blocks
For Quant, See Sheet 3

Const. Loose Riprap
For Quant, See Sheet 3

Stockpile Site

Reconstruct Bridge 34532'
30' Roadway
Drg. Nos. 7520 A,
20682, 20683
20681

CREEK

(By Others)
Future Granular Embankment

Obliterate Extg. Rd.
"NB"
375' Sp.
s-2°48'-
0-0.4

"NB" 591+28.61 P.S.

Const. Type 2 Fence

Const. Type 2 Fence
N. 60° 01' 20" E.

"EB"
250' Sp.
s-0°37'30"
0-02

"EB" 591+33.10 P.S.

"EB" 593+83.10 P.C.S.

WILLOW

R/W

Access Control Line

For Method of Taper
See Sheet 2A

For Method of Taper
See Sheet 2A

Final Finish Grade, 12" Rt or Lt

Riprap Lt.

Elev. 277'

Future Loose Riprap

Exist. Structure

Selected Subgrade Matl.

Subgrade

Riprap Elev. 274

Loose Riprap

Future Emb.

Final Finish Grade

RECEIVED
DEC 3 - 1965
FOR FILING
I-82N-5(19)145
6749

December 2, 1965

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Re: Contract No. DA-45-164-CIVENG-61-103
John Day Lock and Dam Project
Columbia River Highway
Westbound Lanes, Willow Creek

Dear Sir:

Reference is made to our letter dated November 5, 1965, in regard to the awarding of the Willow Creek Section, Westbound Lanes, of I-82W-5(19)145.

In further checking, we have discovered a discrepancy in the computation of costs for the State's obligation. The unit cost for Item No. 21, Class "B" Asphalt Concrete Mixture, was not corrected to the bid unit price. The estimated price used was $7 per ton and the bid price was $10.50 per ton. Using the bid price of $10.50 per ton would have made the State's obligation $52,500 for Class "B" Asphalt Concrete Mixture, with a Bid Item subtotal of $114,023.65, and a total of $115,324.15 including the extra work items.

Under the terms of Contract No. DA-45-164-CIVENG-61-103, the costs for the work, using the corrected contract bid prices, are to be allocated as follows:

Total Contract Without Engineering and Contingencies	$411,718.65
Oregon State Highway Department Obligation	$115,324.15
Ref. Art. 5.d 10 percent	11,532.42
Ref. Art. 5.e.9% percent	5,766.21
Total Oregon State Highway Department Obligation	$132,622.78

Very truly yours,

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
R. N. Chase

Forrest Cooper
State Highway Engineer

By

DEK:fp srb

F. B. Klaboe
Assistant State Highway Engineer

RECEIVED
DEC 3 - 1965

FOR FILING I-80N-5(19)145

Form CD-121 (11-63) (Prescribed by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

6747

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 30, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(19)145
Willow Creek Section
Grading, paving, structures & signing

As requested in Mr. Young's letter of November 26, 1965 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of November 24, 1965 in the award of contract No. 6749 to S. A. Hutchins & Associates Construction Co., of Sutherlin, Oregon, low bidder in the amount of $410,418.15 at the November 2, 1965 bid opening.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
12-2-65

RECEIVED
DEC 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 29 1965

FILING
I-5-(19)145
6749

November 26, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of November 24, 1965, is requested in the award of contract for the Willow Creek Section, Project No. I-80N-5(19)145.

The contractor receiving the award is S. A. Hutchins and Associates Construction Co. in the amount of $410,418.15 with the Contract No. 6749 assigned. This bid was received on November 2, 1965 and awarded November 24, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:er

RECEIVED
JAN 13 1966
FOR FILING

I-80N-5(19) 145

6749

Please return to Fran

November 24, 1965

S. A. Hutchins & Assoc. Construction Company
P. O. Box 190
Sutherlin, Oregon

Gentlemen:

The State Highway Commission on November 5 accepted your proposal for grading, paving, structure, and signing on the Willow Creek Section of Columbia River Highway in Gilliam and Morrow Counties for the sum of $410,418.15 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the job, which has been assigned Contract No. 6749.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm

cc Pac. Bldr. & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Ore.
Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
NOV 23 1965
FOR FILING
I-80N-5(19)145
NPWSU-PR

1 Clabaugh

U.S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

REFERRED TO
admin
BY SECRETARY

18 November 1965

Re: Contract DA-45-164-CIVENG-61-103
Willow Creek, Westbound Lanes of
I-80N-5(19)145, John Day Lock & Dam

State of Oregon
State Highway Department
Salem, Oregon 97310

Gentlemen:

Approval is granted to award a contract to S. A. Hutchins and Associates Construction Company, Sutherlin, Oregon, in the amount of $410,418.15, for Westbound Lanes, Willow Creek.

Since obligations under Contract No. DA-45-164-CIVENG-61-103 are placed by fiscal year, funds for payments will be made available in accordance with Article 5 of the contract.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

REFERRED TO
By Asst. State Hwy. Engr.
copies to
Morgan
Madison
11-23-65

RECEIVED
NOV 1 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 19 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 15 1965
FORM E-30X—50M—1-65 SP°6416-734
FOR FILING

E-cr 5(19)145
(747

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 9, 1965

SUBJECT: Deep Excavation by Railroad Contractor
Willow Creek Area

To: MEMO TO THE FILES

Porter

Advised by Division Engineer A. F. Parson that deep excavation being performed for the railroad structure in the vicinity of Willow Creek about ten mile easterly of Arlington had reached solid foundation material and that excavated area was being backfilled with heavy rock material.

This fill material should relieve the danger of cave-in mentioned last week by Mr. Parson.

F. D. Morgan
Construction Engineer

FDM:fp

cc F. B. Klaboe
A. F. Parson

RECEIVED
NOV 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
NOV 8 - 1965
FOR FILING
I-82N-5(19)145

November 5, 1965

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

Re: Contract No. DA-45-164-CIVENG-61-103, John Day Lock and Dam Project, Columbia River Highway, West Bound Lanes, Willow Creek

Dear Sir:

Reference is made to the Willow Creek, Westbound Lanes, of I-82N-5(19)145.

Bids were received and read for this work on November 2, 1965, in accordance with the Oregon State Highway Department procedures. The low bidder, S. A. Hutchins and Associates Construction Company, Sutherlin, Oregon, is a qualified contractor and submitted a bid consistent with the Engineer's estimate.

Enclosed is a tabulation of contract bid quantities extended by the low bid unit amounts. Also enclosed is a tabulation of Oregon State Highway Department obligation quantities and extended prices.

Under the terms of Contract No. DA-45-164-CIVENG-61-103, costs for this work, using the contract bid prices, are to be allocated as follows:

Total Contract without Engineering & Contingencies	$411,718.65
Oregon State Highway Department Obligation	97,824.15
Ref. Art. 5.d 10 percent	9,782.42
Ref. Art. 5.e.9 5 percent	4,891.21
Total Oregon State Highway Department Obligation	$112,497.78

A copy of bid tabulations showing the bids received is enclosed.

Your early consideration and concurrence in the award of this project to the low bidder is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Kinbee
Assistant State Highway Engineer

Enclosures

cc: Forrest Cooper
R. L. Porter
F. D. Morgan (Encl.)
L. E. Young (Encl.)

DEK:fp erb

HIGHWAY 80-N LOCATION
WILLOW CREEK

Summary of Construction Quantities and Costs - Total Project

Westbound Lanes
556+97 to 641+48

	ITEM	UNIT	QUANTITY	UNIT PRICE	ESTIMATE
1.	Clearing and Grubbing	Lump Sum	All Required		$ 14,000.00
2.	Ditch Excavation, Unclassified	Cu. Yd.	2	$ 4.50	9.00
3.	Embankment in Place	Cu. Yd.	94,100	0.75	70,575.00
4.	Extra for Selected Subgrade Material	Cu. Yd.	9,420	0.30	2,826.00
5.	Granular Embankment Material	Cu. Yd.	45,580	0.80	36,464.00
6.	Granular Embankment Material in Stockpile	Cu. Yd.	35,820	0.75	26,865.00
7.	Finishing Roadbed and Slopes	Lump Sum	All Required		5,000.00
8.	Rounding Cutbanks	Lin. Ft.	4,070	0.25	1,017.50
9.	Trench Excavation	Cu. Yd.	140	4.00	560.00
10.	Watering	M-gal.	330	3.00	990.00
11.	Obliteration of Roadway	Station	10	45.00	450.00
12.	Gravel Blanket	Cu. Yd.	3,260	1.50	4,890.00
13.	3/4"-0 Material in Base	Ton	3,070	1.72	5,280.40
14.	Stone Base	Ton	17,160	1.60	27,456.00
15.	3/4"-0 Aggregate in Prime Coat	Cu. Yd.	110	2.50	275.00
16.	MC-250 Asphalt in Prime Coat	Ton	17	67.00	1,139.00
17.	RS-1 Emulsified Asphalt in Tack Coat	Ton	3	95.00	285.00
18.	Aggregates in Asphalt Macadam	Cu. Yd.	700	2.10	1,470.00
19.	120-150 Asphalt in Asphalt Macadam	Ton	53	65.00	3,445.00
20.	RS-1 Emulsified Asphalt in Asphalt Macadam	Ton	14	67.00	938.00

Highway 80-N Location - Willow Creek
Summary of Construction Quantities & Costs - Total Project

	ITEM	UNIT	QUANTITY	UNIT PRICE	ESTIMATE
21.	Class "B" Asphalt Concrete Mixture	Ton	5,400	$ 10.50	$ 56,700.00
22.	Extra for Asphalt Concrete Approach	One	1	50.00	50.00
23.	Loose Riprap	Cu. Yd.	4,760	4.50	21,420.00
24.	Loose Riprap in Stockpile	Cu. Yd.	1,050	3.50	3,675.00
25.	18-inch Culvert Pipe	Lin. Ft.	200	5.00	1,000.00
26.	Salvaging & Relaying Culvert Pipe	Lin. Ft.	120	3.50	420.00
27.	18-inch Culvert End Sections	One	2	50.00	100.00
28.	Salvaging & Relaying Culvert End Sections	One	2	25.00	50.00
29.	Concrete Inlet, Type "G-2M"	One	1	175.00	175.00
30.	Guide Posts, W-1	One	52	7.00	364.00
31.	Guard Rail	Lin. Ft.	3,260	2.60	8,476.00
32.	Rail End Pieces	One	13	4.50	58.50
33.	Guard Rail Blocks	One	400	1.50	600.00
34.	Extra Guard Rail Posts	One	30	12.00	360.00
35.	Type 2 Barricade-Salvaged Barricade	Lin. Ft.	1,600	1.00	1,600.00
36.	Guard Rail - Salvaged Barricade	Lin. Ft.	1,600	1.00	1,600.00
37.	Type I Fence	Rod	85	7.75	658.75
38.	Type II Fence	Rod	290	8.50	2,465.00
39.	Roadside Seeding	Acre	12	100.00	1,200.00
40.	Grass Seed, Crested Wheatgrass	Lb.	120	1.50	180.00
41.	Grass Seed, Hard Fescue	Lb.	60	1.50	90.00
42.	Inorganic Fertilizer, 10-16-8	Cwt.	48	8.50	408.00
43.	Reconstruct Willow Creek Bridge	Lump Sum	All Required		95,000.00

Highway 80-N Location - Willow Creek
Summary of Construction Quantities & Costs - Total Project

	ITEM	UNIT	QUANTITY	UNIT PRICE	ESTIMATE
44.	Sign Support Footings	Lump Sum	All Required		$ 1,350.00
45.	Pipe Sign Posts	Lump Sum	All Required		400.00
46.	Single Sign Supports	Lump Sum	All Required		2,050.00
47.	Painted Wood Sign Posts	Lump Sum	All Required		180.00
48.	Type "A" Signs in Place	Sq. Ft.	372	$ 7.25	2,697.00
49.	Type "C" & "R" Signs in Place	Sq. Ft.	80	3.75	300.00
50.	Type "F" & "G" Signs in Place	Sq. Ft.	14	4.00	56.00
51.	Railroad Protective Costs	Lump Sum			2,800.00
		Subtotal			$410,418.15
	Extra Work Items:	Flagging			1,000.00
		Temporary Signing			300.50
		TOTAL			$411,718.65

HIGHWAY 80-N LOCATION
WILLOW CREEK

Summary of Construction Quantities and Costs - State of Oregon

Westbound Lanes
556+97 to 641+48

ITEM	UNIT	QUANTITY	UNIT PRICE	ESTIMATE
1. Clearing and Grubbing	Lump Sum	All Required		$ 5,600.00
2. Ditch Excavation, Unclassified	Cu. Yd.	2	$ 4.50	9.00
3. Embankment in Place	Cu. Yd.	19,700	0.75	14,775.00
4. Extra for Selected Subgrade Material	Cu. Yd.	900	0.30	270.00
7. Finishing Roadbed and Slopes	Lump Sum	All Required		4,250.00
8. Rounding Cutbanks	Lin. Ft.	3,190	0.25	797.50
9. Trench Excavation	Cu. Yd.	140	4.00	560.00
10. Watering	M-gal.	135	3.00	405.00
12. Gravel Blanket	Cu. Yd.	2,330	1.50	3,495.00
13. 3/4"-0 Material in Base	Ton	1,420	1.72	2,442.40
14. Stone Base	Ton	7,250	1.60	11,600.00
15. 3/4"-0 Aggregate in Prime Coat	Cu. Yd.	50	2.50	125.00
16. MC-250 Asphalt in Prime Coat	Ton	7	67.00	469.00
17. RS-1 Emulsified Asphalt in Tack Coat	Ton	2	95.00	190.00
18. Aggregates in Asphalt Macadam	Cu. Yd.	310	2.10	651.00
19. 120-150 Asphalt in Asphalt Macadam	Ton	23	65 .00	1,495.00
20. RS-1 Emulsified Asphalt in Asphalt Macadam	Ton	6	67.00	402.00
21. Class "B" Asphalt Concrete Mixture	Ton	5,000	7.00	35,000.00
22. Extra for Asphalt Concrete Approach	One	1	50.00	50.00
25. 18-inch Culvert Pipe	Lin. Ft.	200	5.00	1,000.00
26. Salvaging & Relaying Culvert Pipe	Lin. Ft.	120	3.50	420.00

Highway 80-N Location - Willow Creek
Summary of Construction Quantities & Costs - State of Oregon

	ITEM	UNIT	QUANTITY	UNIT PRICE	ESTIMATE
27.	18-inch Culvert End Sections	One	2	$ 50.00	$ 100.00
28.	Salvaging & Relaying Culvert End Sections	One	2	25.00	50.00
29.	Concrete Inlets, Type "G-2M"	One	1	175.00	175.00
30.	Guide Posts, W-1	One	32	7.00	224.00
31.	Guard Rail	Lin. Ft	1,430	2.60	3,718.00
32.	RailEnd Pieces	One	2	4.50	9.00
33.	Guard Rail Blocks	One	120	1.50	180.00
34.	Extra Guard Rail Posts	One	4	12.00	48.00
35.	Type 2 Barricade - Salvaged Barricade	Lin. Ft.	1,600	1.00	1,600.00
37.	Type I Fence	Rod	85	7.75	658.75
39.	Roadside Seeding	Acre	9	100.00	900.00
40.	Grass Seed, Crested Wheatgrass	Lb.	85	1.50	127.50
41.	Grass Seed, Hard Fescue	Lb.	40	1.50	60.00
42.	Inorganic Fertilizer, 10-16-8	Cwt.	35	8.50	297.50
44.	Sign Support Footings	Lump Sum	All Required		837.00
45.	Pipe Sign Posts	Lump Sum	All Required		400.00
46.	Single Sign Supports	Lump Sum	All Required		1,210.00
47.	Painted Wood Sign Posts	Lump Sum	All Required		63 .00
48.	Type "A" Signs in Place	Sq. Ft.	240	7.25	1,740.00
49.	Type "C" & "R" Signs in Place	Sq. Ft.	32	3.75	120.00
		Subtotal			$ 96,523.65
	Extra Work Items	Flagging			1,000.00
		Temporary Signing			300.50
		TOTAL			$ 97,824.15

01	S A HUTCHINS & ASSOC CONSTR CO	410,418.15		
	SUTHERLIN		247	03
02	L S MATUSEK	471,033.25		
	PORTLAND 97221		333	03
03	GROESBECK-DURBIN INC	518,169.25		
	EUGENE		207	03
04	VERNIE JARL	562,466.50		
	GRESHAM		262	03
05	MACGREGOR TRIANGLE COMPANY	565,052.50		
	BOISE IDAHO 83705		320	03
06	SLATE-HALL	588,337.00		
	PORTLAND 97223		468	03
07	J N CONLEY INC	640,997.50		
	PORTLAND 97230		122	03

11/02/65 JOB NO. 03

NO.	ITEM NAME	QUANTITY	UNIT	LOW BIDDER247 S.A Hutchins UNIT BID	AMOUNT	Groesbeck & Durbin 207
1	CLEARING AND GRUBBING	1.000	LUMP SUM	14000.00	14,000.00	25000.00
2	DITCH EXCAVATION UNCLASSIFIED	2.000	CU YDS	4.50	9.00	10.00
3	EMBANKMENT IN PLACE	94,100.000	CU YDS	.75	70,575.00	.61
4	EXTRA FOR SELECTED SUBGRADE MATERL	9,420.000	CU YDS	.30	2,826.00	.20
5	GRANULAR EMB MATERIAL IN PLACE	45,580.000	CU YDS	.80	36,464.00	1.00
6	GRANULAR EMB MATERIAL IN STOCKPILE	35,820.000	CU YDS	.75	26,865.00	.80
7	FINISHING ROADBED AND SLOPES	1.000	LUMP SUM	5000.00	5,000.00	5000.00
8	ROUNDING CUTBANKS	4,070.000	LIN FT	.25	1,017.50	.25
9	TRENCH EXCAVATION	140.000	CU YDS	4.00	560.00	4.00
10	WATERING	330.000	M-GALS	3.00	990.00	2.50
11	OBLITERATION OF ROADWAY	10.000	STAS	45.00	450.00	100.00
12	GRAVEL BLANKET	3,260.000	CU YDS	1.50	4,890.00	2.00
13	3/4IN-0 MATERIAL IN BASE	3,070.000	TONS	1.72	5,280.40	3.00
14	STONE BASE	17,160.000	TONS	1.60	27,456.00	2.90
15	3/4IN-0 AGGREGATE IN PRIME COAT	110.000	CU YDS	2.50	275.00	6.00
16	MC-250 ASPHALT IN PRIME COAT	17.000	TONS	67.00	1,139.00	64.75
17	RS-1 ASPHALT IN TACK COAT	3.000	TONS	95.00	285.00	70.00

IT	UNIT BID	LOW BIDDER247 AMOUNT	S.A. Hutchins 207	Groesbeck & Durbin 333	L.S. Matusek 122	J.W. Conley 468	State & Hall 262	Vermic Jarl
SUM	14000.00	14,000.00	25000.00	15000.00	25000.00	15000.00	40000.00	
DS	4.50	9.00	10.00	10.00	10.00	5.00	3.00	
DS	.75	70,575.00	.61	.70	1.40	.70	.80	
DS	.30	2,826.00	.20	.50	.35	1.00	.40	
DS	.80	36,464.00	1.00	.80	1.65	.70	1.00	
DS	.75	26,865.00	.80	.85	1.60	.70	.90	
SUM	5000.00	5,000.00	5000.00	5000.00	5000.00	5000.00	3000.00	
FT	.25	1,017.50	.25	.25	.20	.25	.15	
DS	4.00	560.00	4.00	5.00	4.00	3.50	3.00	
S	3.00	990.00	2.50	3.50	3.00	3.00	2.50	
	45.00	450.00	100.00	50.00	50.00	40.00	100.00	
DS	1.50	4,890.00	2.00	1.60	3.25	2.00	3.00	
	1.72	5,280.40	3.00	1.60	2.80	3.00	3.00	
	1.60	27,456.00	2.90	1.50	2.50	2.75	2.90	
DS	2.50	275.00	6.00	5.50	5.50	7.00	5.50	
	67.00	1,139.00	64.75	64.75	60.00	65.00	65.00	
	95.00	285.00	70.00	70.00	75.00	80.00	75.00	

11/02/65 JOB NO. 03 LOW BIDDER247

NO.	ITEM NAME	QUANTITY	UNIT	UNIT BID	AMOUNT	207
18	AGGREGATES IN ASPHALT MACADAM	700.000	CU YDS	2.10	1,470.00	8.00
19	120-150 ASPHALT IN ASPHALT MACADAM	53.000	TONS	65.00	3,445.00	57.50
20	RS-1 ASPHALT IN ASPHALT MACADAM	14.000	TONS	67.00	938.00	64.50
21	CLASS B ASPHALT CONCRETE	5,400.000	TONS	10.50	56,700.00	12.50
22	EXTRA FOR A C CONCRETE APPROACHES	1.000	ONLY	50.00	50.00	50.00
23	LOOSE RIPRAP	4,760.000	CU YDS	4.50	21,420.00	4.00
24	LOOSE RIPRAP IN STOCKPILE	1,050.000	CU YDS	3.50	3,675.00	3.00
25	18-INCH CULVERT PIPE	200.000	LIN FT	5.00	1,000.00	6.00
26	SALVAGING AND RE-LAYING CULVERT PIPE	120.000	LIN FT	3.50	420.00	6.00
27	18-INCH CULVERT END SECTIONS	2.000	ONLY	50.00	100.00	50.00
28	SALV & RE-LAYING CULVERT END SECTIONS	2.000	ONLY	25.00	50.00	50.00
29	CONCRETE INLETS TYPE G-2M	1.000	ONLY	175.00	175.00	300.00
30	GUIDE POSTS W-1	52.000	ONLY	7.00	364.00	7.00
31	GUARD RAIL	3,260.000	LIN FT	2.60	8,476.00	2.60
32	RAIL END PIECES	13.000	ONLY	4.50	58.50	4.50
33	GUARD RAIL BLOCKS	400.000	ONLY	1.50	600.00	1.50
34	EXTRA GUARD RAIL POSTS	30.000	ONLY	12.00	360.00	12.00

UNIT	LOW BIDDER247 UNIT BID	AMOUNT	207	333	122	468	262
YDS	2.10	1,470.00	8.00	7.00	8.00	7.50	6.50
NS	65.00	3,445.00	57.50	57.50	60.00	60.00	60.00
NS	67.00	938.00	64.50	64.50	65.00	65.00	65.00
S	10.50	56,700.00	12.50	12.25	9.50	12.50	12.50
LY	50.00	50.00	50.00	.50	50.00	100.00	50.00
YDS	4.50	21,420.00	4.00	5.00	3.75	5.00	3.00
YDS	3.50	3,675.00	3.00	4.50	3.40	5.00	3.00
N FT	5.00	1,000.00	6.00	5.25	7.00	5.50	5.00
N FT	3.50	420.00	6.00	5.00	5.00	5.00	4.00
LY	50.00	100.00	50.00	50.00	35.00	40.00	50.00
LY	25.00	50.00	50.00	25.00	25.00	30.00	25.00
LY	175.00	175.00	300.00	450.00	275.00	250.00	200.00
LY	7.00	364.00	7.00	9.00	7.00	8.00	7.00
N FT	2.60	8,476.00	2.60	2.40	2.60	3.00	2.60
LY	4.50	58.50	4.50	5.00	4.50	5.50	4.50
LY	1.50	600.00	1.50	1.00	1.50	2.00	1.50
LY	12.00	360.00	12.00	10.00	12.00	13.00	12.00

11/02/65 JOB NO. 03 LOW BIDDER247

NO.	ITEM NAME	QUANTITY	UNIT	UNIT BID	AMOUNT	207	
35	TYPE 2 BARRICADE-SALVAGED BARRICADE	1,600.000	LIN FT	1.00	1,600.00	1.00	
36	GUARD RAIL-SALVAGED	1,600.000	LIN FT	1.00	1,600.00	1.00	
37	TYPE 1 FENCE	85.000	RODS	7.75	658.75	7.50	
38	TYPE 2 FENCE	290.000	RODS	8.50	2,465.00	8.50	
39	ROADSIDE SEEDING	12.000	ACRES	100.00	1,200.00	35.00	
40	GRASS SEED CRESTED WHEATGRASS	120.000	LBS	1.50	180.00	1.50	
41	GRASS SEED HARD FESCUE	60.000	LBS	1.50	90.00	1.50	
42	INORGANIC FERTILIZER 10-16-8	48.000	CWT	8.50	408.00	8.50	
43	RECONSTRUCT WILLOW CREEK BRIDGE	1.000	LUMP SUM	95000.00	95,000.00	154390.00	140
44	SIGN SUPPORT FOOTINGS	1.000	LUMP SUM	1350.00	1,350.00	390.00	
45	PIPE SIGN POSTS	1.000	LUMP SUM	400.00	400.00	550.00	
46	SINGLE SIGN SUPPORTS	1.000	LUMP SUM	2050.00	2,050.00	1325.00	1
47	PAINTED WOOD SIGN POSTS	1.000	LUMP SUM	180.00	180.00	180.00	
48	TYPE A SIGNS IN PLACE	372.000	SQ FT	7.25	2,697.00	7.00	
49	TYPE C & R SIGNS IN PLACE	80.000	SQ FT	3.75	300.00	3.75	
50	TYPE F & G SIGNS IN PLACE	14.000	SQ FT	4.00	56.00	3.75	
51	RAILROAD PROTECTIVE COSTS	1.000	LUMP SUM	2800.00	2,800.00	5000.00	2

UNIT	LOW BIDDER247 UNIT BID	AMOUNT	207	333	122	468	262
IN FT	1.00	1,600.00	1.00	1.00	1.00	1.10	1.00
IN FT	1.00	1,600.00	1.00	1.50	1.00	1.65	1.00
DDS	7.75	658.75	7.50	6.00	8.00	9.00	9.00
DDS	8.50	2,465.00	8.50	8.00	8.50	11.00	10.50
RES	100.00	1,200.00	35.00	50.00	35.00	100.00	35.00
BS	1.50	180.00	1.50	1.50	1.50	1.50	1.50
BS	1.50	90.00	1.50	1.50	1.50	1.50	1.50
WT	8.50	408.00	8.50	8.50	8.50	9.00	10.00
UMP SUM	95000.00	95,000.00	154390.00	140000.00	160000.00	224000.00	155000.00
MP SUM	1350.00	1,350.00	390.00	560.00	400.00	1500.00	550.00
UMP SUM	400.00	400.00	550.00	300.00	550.00	650.00	550.00
UMP SUM	2050.00	2,050.00	1325.00	1785.00	1350.00	3000.00	1325.00
UMP SUM	180.00	180.00	180.00	170.00	200.00	220.00	180.00
Q FT	7.25	2,697.00	7.00	10.00	7.00	7.00	7.00
Q FT	3.75	300.00	3.75	4.00	3.75	3.75	3.75
Q FT	4.00	56.00	3.75	5.00	4.00	4.00	3.75
UMP SUM	2800.00	2,800.00	5000.00	2500.00	9000.00	6000.00	15000.00

11/02/65 JOB NO. 03 LOW BIDDER247

NO.	ITEM NAME	QUANTITY	UNIT	UNIT BID	AMOUNT	207
	TOTAL BID			410,418.15	518,169.25	4

UNIT	UNIT BID	LOW BIDDER247 AMOUNT	207	333	122	468	262
		410,418.15	518,169.25	471,033.25	640,997.50	588,337.00	562,466.50

11/02/65 JOB NO. 03

NO.	ITEM NAME	QUANTITY	UNIT	LOW BIDDER 247 S.A. Hutchins UNIT BID	AMOUNT	320 MacGregor Triangle Co.
1	CLEARING AND GRUBBING	1.000	LUMP SUM	14000.00	14,000.00	13000.00
2	DITCH EXCAVATION UNCLASSIFIED	2.000	CU YDS	4.50	9.00	10.00
3	EMBANKMENT IN PLACE	94,100.000	CU YDS	.75	70,575.00	1.75
4	EXTRA FOR SELECTED SUBGRADE MATERL	9,420.000	CU YDS	.30	2,826.00	.30
5	GRANULAR EMB MATERIAL IN PLACE	45,580.000	CU YDS	.80	36,464.00	.80
6	GRANULAR EMB MATERIAL IN STOCKPILE	35,820.000	CU YDS	.75	26,865.00	.55
7	FINISHING ROADBED AND SLOPES	1.000	LUMP SUM	5000.00	5,000.00	7000.00
8	ROUNDING CUTBANKS	4,070.000	LIN FT	.25	1,017.50	.50
9	TRENCH EXCAVATION	140.000	CU YDS	4.00	560.00	5.00
10	WATERING	330.000	M-GALS	3.00	990.00	2.00
11	OBLITERATION OF ROADWAY	10.000	STAS	45.00	450.00	50.00
12	GRAVEL BLANKET	3,260.000	CU YDS	1.50	4,890.00	3.50
13	3/4IN-0 MATERIAL IN BASE	3,070.000	TONS	1.72	5,280.40	1.90
14	STONE BASE	17,160.000	TONS	1.60	27,456.00	1.70
15	3/4IN-0 AGGREGATE IN PRIME COAT	110.000	CU YDS	2.50	275.00	4.50
16	MC-250 ASPHALT IN PRIME COAT	17.000	TONS	67.00	1,139.00	60.00
17	RS-1 ASPHALT IN TACK COAT	3.000	TONS	95.00	285.00	75.00

11/02/65 JOB NO. 03 — LOW BIDDER247

NO.	ITEM NAME	QUANTITY	UNIT	UNIT BID	AMOUNT	320
18	AGGREGATES IN ASPHALT MACADAM	700.000	CU YDS	2.10	1,470.00	4.50
19	120-150 ASPHALT IN ASPHALT MACADAM	53.000	TONS	65.00	3,445.00	60.00
20	RS-1 ASPHALT IN ASPHALT MACADAM	14.000	TONS	67.00	938.00	65.00
21	CLASS B ASPHALT CONCRETE	5,400.000	TONS	10.50	56,700.00	8.50
22	EXTRA FOR A C CONCRETE APPROACHES	1.000	ONLY	50.00	50.00	50.00
23	LOOSE RIPRAP	4,760.000	CU YDS	4.50	21,420.00	5.50
24	LOOSE RIPRAP IN STOCKPILE	1,050.000	CU YDS	3.50	3,675.00	3.50
25	18-INCH CULVERT PIPE	200.000	LIN FT	5.00	1,000.00	5.00
26	SALVAGING AND RE-LAYING CULVERT PIPE	120.000	LIN FT	3.50	420.00	2.00
27	18-INCH CULVERT END SECTIONS	2.000	ONLY	50.00	100.00	75.00
28	SALV & RE-LAYING CULVERT END SECTIONS	2.000	ONLY	25.00	50.00	50.00
29	CONCRETE INLETS TYPE G-2M	1.000	ONLY	175.00	175.00	300.00
30	GUIDE POSTS W-1	52.000	ONLY	7.00	364.00	7.00
31	GUARD RAIL	3,260.000	LIN FT	2.60	8,476.00	2.40
32	RAIL END PIECES	13.000	ONLY	4.50	58.50	4.50
33	GUARD RAIL BLOCKS	400.000	ONLY	1.50	600.00	1.50
34	EXTRA GUARD RAIL POSTS	30.000	ONLY	12.00	360.00	12.00

11/02/65 JOB NO. 03

LOW BIDDER247

NO.	ITEM NAME	QUANTITY	UNIT	UNIT BID	AMOUNT	320
35	TYPE 2 BARRICADE-SALVAGED BARRICADE	1,600.000	LIN FT	1.00	1,600.00	1.00
36	GUARD RAIL-SALVAGED BARRICADE	1,600.000	LIN FT	1.00	1,600.00	1.00
37	TYPE 1 FENCE	85.000	RODS	7.75	658.75	7.50
38	TYPE 2 FENCE	290.000	RODS	8.50	2,465.00	8.50
39	ROADSIDE SEEDING	12.000	ACRES	100.00	1,200.00	100.00
40	GRASS SEED CRESTED WHEATGRASS	120.000	LBS	1.50	180.00	.35
41	GRASS SEED HARD FESCUE	60.000	LBS	1.50	90.00	.60
42	INORGANIC FERTILIZER 10-16-8	48.000	CWT	8.50	408.00	6.00
43	RECONSTRUCT WILLOW CREEK BRIDGE	1.000	LUMP SUM	95000.00	95,000.00	155000.00
44	SIGN SUPPORT FOOTINGS	1.000	LUMP SUM	1350.00	1,350.00	400.00
45	PIPE SIGN POSTS	1.000	LUMP SUM	400.00	400.00	550.00
46	SINGLE SIGN SUPPORTS	1.000	LUMP SUM	2050.00	2,050.00	1300.00
47	PAINTED WOOD SIGN POSTS	1.000	LUMP SUM	180.00	180.00	200.00
48	TYPE A SIGNS IN PLACE	372.000	SQ FT	7.25	2,697.00	7.00
49	TYPE C & R SIGNS IN PLACE	80.000	SQ FT	3.75	300.00	3.75
50	TYPE F & G SIGNS IN PLACE	14.000	SQ FT	4.00	56.00	3.75
51	RAILROAD PROTECTIVE COSTS	1.000	LUMP SUM	2800.00	2,800.00	7000.00

11/02/65 JOB NO. 03 LOW BIDDER247 320

NO.	ITEM NAME	QUANTITY	UNIT	UNIT BID	AMOUNT
	TOTAL BID			410,418.15	565,052.50

RECEIVED
OCT 20 1965

Form DOT-1320-1
(11-65)
(Prea. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 11, 1965

In reply refer to: 08-35.2-DA

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(19)145
Willow Creek Section
Grading, Paving, Structure & Signing

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way and control of access rights have been acquired or rights of entry obtained, with relocation advisory assistance provided, with no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's October 7, 1965 reports.

You are authorized to proceed with contractor's flagging included in your estimate in the amount of $1,000. Further action must be initiated to establish eligibility of the temporary signing.

The use of Article 102.1-3, Embankment Measure, is approved for this specific project.

The pavement type selection for this project was accepted in connection with Project I-80N-5(13)145 on the basis of documentation attached to your November 27, 1963 "Project Base Design" sheet. It is understood that the future 3-1/2" overlay of the oil mat is to be financed by the Corps of Engineers. Acceptance of this procedure should not be construed as establishing the eligibility of financing an additional 2-inch overlay with Interstate funds except for a short section at the easterly terminus.

You are to be commended for development of your "Reference Index" and its utilization on this project. This consolidated index certainly will reduce our review time and it is conceivable that many other users will note a similar saving in time.

Mr. Young's October 7, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

limited to those items accepted by our March 9, 1964 memorandum as being in the public interest. Nonconcurrence by other appropriate public recreational or historical resources authorities has not been received. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

RECEIVED
OCT 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 12 1965
FOR FILING

I-80N-5(19)
145

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

6749

U. S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASH. 99362

KLABOE

NPWEN-RL

7 October 1965

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation I-80N, John Day Project

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
State Highway Building
Center & Capitol Streets
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letters of 27 October 1964 and 14 July 1965 concerning the ballast stockpile and Willow Creek channel respectively, in the Heppner Junction area. On 30 September 1965 I approved your Invitation for Bid for work on the west-bound lanes of the highway in this area, and it is noted that your design of the Willow Creek channel has been revised as discussed between our respective staffs.

The ballast stockpile will be utilized beginning in late 1966. When the portion of the stockpile which intrudes on highway right-of-way has been removed, appropriate arrangements will be made to complete this grading.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
OCT 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F.E. KLABOE

RECEIVED
OCT 11 1965
OREGON
STATE HIGHWAY COMMISSION

10-11

RECEIVED
OCT 5 - 1965
FOR FILING
I-80N-5(19)-145
6749 ADDRESS REPLY TO THE DISTRICT ENGINEER NOT TO INDIVIDUALS

U. S. ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASH. 99362

RECEIVED
OCT 4 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NPWEN-RL

30 September 1965

Re: Contract No. DA-45-164-CIVENG-61-103
Columbia River Highway, Willow Creek
Westbound, John Day Lock and Dam

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
State Highway Building
Center & Capitol Streets
Salem, Oregon 97310

KLABOE

Dear Mr. Cooper:

The proposed contract quantities on subject highway work have been reviewed in this office with members of your staff with the result that Item 3, Embankment in Place, has been increased in the amount of 890 cubic yards, and Item 37, Type 1 Fence, has been decreased in the amount of 100 rods. Both of these changes are outside the area of the Corps of Engineers' responsibility.

The monetary responsibility as shown in your letter of 29 September 1965 is therefore revised as follows:

Total Contract without Engineering & Contingencies		$419,829.00
Oregon State Highway Department Obligation	$100,156.00	
Ref. Art. 5.d 10%	10,015.60	
Ref. Art. 5.c.9 5%	5,007,80	
Total Oregon State Highway Department Obligation	$115,179.40	

As you have stated, these figures will be revised based on actual bid prices at the time the contract is awarded. I have signed the contract drawings and hereby approve the advertisement of this contract in accordance with your standard procedures.

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

10-4-65
orig to
Mokrzan
Vehicle,
handling

2 Incl
1. Total contract tabulation
2. OSHD responsibility tabulation

SEP 30 1965
FOR FILING

I-80N-5(19) 145

6749

September 29, 1965

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington

RE: Contract No. DA-45-164-CIVENG-61-103
John Day Lock and Dam
Columbia River Highway
Willow Creek Westbound

Dear Sir:

Reference is made to the Willow Creek Section, Westbound lanes, of the relocation of Highway 80-N on the John Day Lock and Dam Project.

Application is hereby made by the State Highway Department of the State of Oregon at Salem, Oregon for the approval by the District Engineer, Corps of Engineers, of plans and quantities for the reference section to be advertised for bidding. Enclosed are the original drawings of the contract plans and detailed estimates for the project with a breakdown of the obligation for the Corps of Engineers. Under the terms of Contract No. DA-45-164-CIVENG-61-103 costs for this are to be allocated as follows:

Total Contract without Engineering & Contingencies		$419,861.50
Oregon State Highway Department Obligation	$100,188.80	
Ref. Art. 5.d 10%	10,018.85	
Ref. Art. 5.c.9 5%	5,009.43	
Total Oregon State Highway Department Obligation	$115,216.78	
Total Corps of Engineers Obligation without Engineering and Contingencies		$304,644.75

The above figures are based on estimated unit prices and will be adjusted to the low bidder's unit prices at the time of awarding the contract. A revised cost estimate will be presented at that time for your approval. Your early attention to this matter would be greatly appreciated so that we can meet our contract schedule.

Very truly yours,

Forrest Cooper
State Highway Engineer

DBK:fp
Enc.
bc: F. D. Morgan
L. H. Young

HIGHWAY 80-N LOCATION
WILLOW CREEK

Summary of Construction Quantities & Costs - Total Project

Westbound lanes
556+97 to 641+48

	ITEM	UNIT	QUANTITY	UNIT PRICE	ESTIMATE
1.	Clearing and Grubbing	Lump Sum	All Required		$ 10,000.00
2.	Ditch Excavation, Unclassified	Cu. Yd.	2	$ 4.50	9.00
3.	Embankment in Place	Cu. Yd.	93,210	0.75	69,907.50
4.	Extra for Selected Subgrade Material	Cu. Yd.	9,420	0.25	2,355.00
5.	Granular Embankment Material	Cu. Yd.	45,580	0.80	36,464.00
6.	Granular Embankment Material in Stockpile	Cu. Yd.	35,820	0.80	28,656.00
7.	Finishing Roadbed and Slopes	Lump Sum	All Required		4,000.00
8.	Rounding Cutbanks	Lin. Ft.	4,070	0.25	1,018.00
9.	Trench Excavation	Cu. Yd.	140	4.50	630.00
10.	Watering	M-gal.	330	3.00	990.00
11.	Obliteration of Roadway	Station	10	50.00	500.00
12.	Gravel Blanket	Cu. Yd.	3,260	1.50	4,890.00
13.	3/4"-0 Material in Base	Ton	3,070	2.00	6,140.00
14.	Stone Base	Ton	17,160	1.90	32,604.00
15.	3/4"-0 Aggregate in Prime Coat	Cu. Yd.	110	6.00	660.00
16.	MC-250 Asphalt in Prime Coat	Ton	17	67.00	1,139.00
17.	RS-1 Emulsified Asphalt in Tack Coat	Ton	3	100.00	300.00
18.	Aggregates in Asphalt Macadam	Cu. Yd.	700	6.00	4,200.00
19.	120-150 Asphalt in Asphalt Macadam	Ton	53	65.00	3,445.00
20.	RS-1 Emulsified Asphalt in Asphalt Macadam	Ton	14	67.00	938.00

Highway 80-N Location - Willow Creek
Summary of Construction Quantities & Costs - Total Project

	ITEM	UNIT	QUANTITY	UNIT PRICE	ESTIMATE
21.	Class "B" Asphalt Concrete Mixture	Ton	5,400	$ 7.00	$ 37,800.00
22.	Extra for Asphalt Concrete Approach	One	1	50.00	50.00
23.	Loose Riprap	Cu. Yd.	4,760	4.50	21,420.00
24.	Loose Riprap in Stockpile	Cu. Yd.	1,050	3.50	3,675.00
25.	18-inch Culvert Pipe	Lin. Ft.	200	5.00	1,000.00
26.	Salvaging & Relaying Culvert Pipe	Lin. Ft.	120	3.50	420.00
27.	18-inch Culvert End Sections	One	2	50.00	100.00
28.	Salvaging & Relaying Culvert End Sections	One	2	25.00	50.00
29.	Concrete Inlet, Type "G-2M"	One	1	175.00	175.00
30.	Guide Posts, W-1	One	52	7.50	390.00
31.	Guard Rail	Lin. Ft.	3,260	2.50	8,150.00
32.	Rail End Pieces	One	13	5.00	65.00
33.	Guard Rail Blocks	One	400	2.00	800.00
34.	Extra Guard Rail Posts	One	30	10.00	300.00
35.	Type 2 Barricade - Salvaged Barricade	Lin. Ft.	1,600	1.75	2,800.00
36.	Guard Rail - Salvaged Barricade	Lin. Ft.	1,600	1.50	2,400.00
37.	Type I Fence	Rod	185	7.00	1,295.00
38.	Type II Fence	Rod	290	8.50	2,465.00
39.	Roadside Seeding	Acre	12	160.00	1,920.00
40.	Grass Seed, Crested Wheatgrass	Lb.	120	0.60	72.00
41.	Grass Seed, Hard Fescue	Lb.	60	0.80	48.00
42.	Inorganic Fertilizer, 10-16-8	Cwt.	48	6.00	288.00

Highway 80-N Location - Willow Creek
Summary of Construction Quantities and Costs - Total Project

ITEM	UNIT	QUANTITY	UNIT PRICE	ESTIMATE
43. Reconstruct Willow Creek Bridge	Lump Sum	All Required		$115,000.00
44. Sign Support Footings	Lump Sum	All Required		350.00
45. Pipe Sign Posts	Lump Sum	All Required		400.00
46. Single Sign Supports	Lump Sum	All Required		2,050.00
47. Painted Wood Sign Posts	Lump Sum	All Required		180.00
48. Type "A" Signs in Place	Sq. Ft.	372	$ 7.25	2,697.00
49. Type "C" & "R" Signs in Place	Sq. Ft.	80	3.75	300.00
50. Type "F" & "G" Signs in Place	Sq. Ft.	14	4.00	56.00
51. Railroad Protective Costs	Lump Sum			3,000.00
	Subtotal			$418,561.50
Extra Work Items	Flagging			1,000.00
	Temporary Signing			300.00
	TOTAL			$419,861.50

HIGHWAY 80-N LOCATION
WILLOW CREEK

Summary of Construction Quantities & Costs, Corps of Engineers

Westbound Lanes
564+00 to 597+50

	ITEM	UNIT	QUANTITY	UNIT PRICE	ESTIMATE
1.	Clearing and Grubbing	Lump Sum	All Required		$ 6,000.00
3.	Embankment in Place	Cu. Yd.	74,400	$ 0.75	55,800.00
4.	Extra for Selected Subgrade Material	Cu. Yd.	8,520	0.25	2,130.00
5.	Granular Embankment Material in place	Cu. Yd.	45,580	0.80	36,464.00
6.	Granular Embankment Material in Stockpile	Cu. Yd.	35,820	0.80	28,656.00
7.	Finishing Roadbed and Slopes	Lump Sum	All Required		600.00
8.	Rounding Cutbanks	Lin. Ft.	880	0.25	220.00
10.	Watering	M-gal.	195	3.00	585.00
11.	Obliteration of Roadway	Station	10	50.00	500.00
12.	Gravel Blanket	Cu. Yd.	930	1.50	1,395.00
13.	3/4"-0 Material in Base	Ton	1,650	2.00	3,300.00
14.	Stone Base	Ton	9,910	1.90	18,829.00
15.	3/4"-0 Aggregate in Prime Coat	Cu. Yd.	60	6.00	360.00
16.	MC-250 Asphalt in Prime Coat	Ton	10	67.00	670.00
17.	RS-1 Emulsified Asphalt in Tack Coat	Ton	1	100.00	100.00
18.	Aggregates in Asphalt Macadam	Cu. Yd.	390	6.00	2,340.00
19.	120-150 Asphalt in Asphalt Macadam	Ton	30	65.00	1,950.00
20.	RS-1 Emulsified Asphalt in Asphalt Macadam	Ton	8	67.00	536.00
21.	Class "B" Asphalt Concrete	Ton	400	7.00	2,800.00

Highway 80-N Location - Willow Creek
Summary of Construction Quantities & Costs - Corps of Engineers

	ITEM	UNIT	QUANTITY	UNIT PRICE	ESTIMATE
23.	Loose Riprap	Cu. Yd.	4,760	$ 4.50	$ 21,420.00
24.	Loose Riprap in Stockpile	Cu. Yd.	1,050	3.50	3,675.00
30.	Guide Posts, W-1	One	20	7.50	150.00
31.	Guard Rail	Lin. Ft.	1,830	2.50	4,575.00
32.	Rail End Pieces	One	11	5.00	55.00
33.	Guard Rail Blocks	One	280	2.00	560.00
34.	Extra Guard Rail Posts	One	26	10.00	260.00
36.	Guard Rail - Salvaged Barricade	Lin. Ft.	1,600	1.50	2,400.00
38.	Type 2 Fence	Rod	290	8.50	2,465.00
39.	Roadside Seeding	Acre	3	160.00	480.00
40.	Grass Seed, Crested Wheatgrass	Lb.	35	0.60	21.00
41.	Grass Seed, Hard Fescue	Lb.	20	0.80	16.00
42.	Inorganic Fertilizer, 10-16-8	Cwt.	13	6.00	78.00
43.	Reconstruct Bridge	Lump Sum	All Required		113,000.00
44.	Sign Support Footings	Lump Sum	All Required		133.00
46.	Single Sign Supports	Lump Sum	All Required		840.00
47.	Painted Wood Sign Posts	Lump Sum	All Required		117.00
48.	Type "A" Signs in Place	Sq. Ft.	132	$ 7.25	957.00
49.	Type "C" & "R" Signs in Place	Sq. Ft.	48	3.75	180.00
50.	Type "F" & "G" Signs in Place	Sq. Ft.	14	4.00	56.00
51.	Railroad Protective Costs	Lump Sum			3,000.00
		TOTAL			$319,673.00

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SEP 1965

I-80N-5(19) 145
6741

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Cranmer, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

September 8, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of August 27, 1965 which enclosed plan title sheets for two projects:

Petersburg-Fairbanks Section, FAS 369, Wasco County.

Willow Creek Section, Columbia River Highway, Gilliam County.

We concur with the comments of the Oregon Fish Commission, in their letter of September 2, 1965.

We appreciate the opportunity to present our views.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

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SEP 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:dm

9/9/65
Copies to:
F. B. Klaboe
L. H. Young
T. C. Roake
Frank Hall (2)
J. E. Morelock
J. F. Putnam (2)
A. F. Parson (2)

fp

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

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SEP 9 1965
CONSTRUCTION
DIVISION

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

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HIGHWAY ENGR.

COMMISSIONERS:
HERMAN R. METTELSEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

I 80N-[illegible]

6749

STATE OF OREGON
FISH COMMISSION OF OREGON
807 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

Routing
Morgan
Decker
Bond
Barboo
Walker
Glenn
Swan
Peets
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 3 1965
CONSTRUCTION
DIVISION

September 2, 1965

Mr. Forrest Cooper
Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following listed highway projects transmitted to us by your letter dated August 27, 1965 have been reviewed:

Petersburg-Fairbanks Section, FAS 369, Wasco County.

Willow Creek Section, Columbia River Highway, Gillam County.

Fifteen-Mile Creek is located adjacent to FAS 369 and has a substantial run of anadromous fish, hence fish passage must be maintained. The usual precautions should be taken against depositing silt or foreign material in the stream.

There is no known run of anadromous fish in Willow Creek, thus we anticipate no conflicts with fish passage.

Your bringing these projects to our attention is appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon Game Commission

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SEP 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

9-3-65
Copies to:
F. B. Klaboe
L. H. Young
T. C. Rouke
Frank Hall (2)
J. E. Morelock
J. F. Putnam (2)
A. F. Parson (2)

fp

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JAN 18 1966
FOR FILING
I-84N-5(19)142
6749

ARMY ENGINEER DISTRICT, WALLA WALLA
CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON

31 December 1963

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation I-80N, Heppner Junction
Area, John Day Project

State Highway Engineer
Oregon State Highway Department
Center & Capitol Streets
Salem 10, Oregon

ATTENTION: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

Dear Sir:

Reference is made to your letter of 12 December 1963 requesting concurrence in criteria for rock, ditch and backslopes to be used for both the eastbound and westbound lanes of Interstate Highway 80N in the Heppner Junction Area.

We concur in the uses of these slopes and payment therefore, as defined in your letter, and are incorporating them in our designs for the Heppner Junction Area.

Preliminary construction drawings and specifications for the Heppner Junction area are scheduled to be sent to you the week of 20 January 1964 for your review and comments.

Sincerely yours,

A. W. WELCH
Authorized Representative of the
Contracting Officer

RECEIVED
JAN 20 1964
OREGON
STATE HIGHWAY COMMISSION

[illegible]
[illegible]
[illegible]
[illegible]

[illegible]

Reference is made to the [illegible] of both the [illegible] and westbound lanes of [illegible] in the Hoppin Junction area on this [illegible] project.

We have recently adopted [illegible] on all highway projects. We have also [illegible] in our standard [illegible] back slopes to [illegible]. The following standard would apply in this case:

Side Slopes (Height)	
0 to 5'	1:1
5' to 10'	1:1
10' to 15'	1:1
Over 15'	3:1

These slopes would be applicable except where solid rock cut is encountered, then a [illegible] section would be used. Note, however, that the ditch will be controlled by the 4:1 rock slope.

Enclosed is a sheet [illegible] showing both 4:1 and 6:1 rock and ditch slopes [illegible], including 6:1 slopes on a completely new roadbed section, and showing improvement to the existing pavement which will apply to the westbound lanes. On the westbound lanes [illegible] of the Corps' obligation, the additional cost to widen from the 4:1 slope to 6:1 slopes will be borne by the Oregon State Highway Department.

District Engineer

[illegible] 1962

We request the [illegible] you say that
[illegible] of the cut
slopes should begin at the [illegible] cut of Miller
Creek, on both east and [illegible] line correctly to
tie into our Willow Creek [illegible] fill and
westbound fills in the Miller [illegible] line correct,
so 4:1 rock slopes will [illegible].

We would [illegible] this variance in this
matter.

[illegible]

[illegible]
[illegible] Engineer

[illegible]

[illegible]
[illegible] Highway Engineer

DLT:fp: ajw

Enclosure

cc Forrest Cooper
F. D. Morgan

FORM E-30 50M 8-62 69607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 6, 1963

To: Mr. L. P. Shaw
Assistant State Highway Engineer

SUBJECT: Heppner Jct. Area
Interstate Highway 80-N
John Day Lock & Dam Project

BUILDING

Transmitted herewith a rough draft letter on the subject area requesting the Corps of Engineers to accept our 6:1 rock and ditch slopes for the remaining construction in this area. Our jobs between Arlington and Heppner Jct. are on 4:1 slopes. The proposed construction on both units from Willow Creek to Irrigon Jct. are on 6:1 slopes. We plan to begin the 6:1 rock and ditch slopes at the beginning of the cut east of Willow Creek on both the east and westbound lanes and continue easterly to tie into our Willow Creek-Airport Road Section. The fills in the Willow Creek area will require guardrail so the 6:1 rock slopes will not be used.

F. D. Morgan
Construction Engineer

By Donald L. Trout
Donald L. Trout
Rural Engineer

DLT:bjm
enc.

12-8328 Long Creek Rock Production Project, Pendleton-John Day & Kimberly-Long Creek Hwys. 1965

#6750

RECEIVED
JUL 1 1966
FOR FILING

13-8328

6750

July 1, 1966

Hartford Accident & Indemnity Co.
Surety Department
1020 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

Contract No. 6750 for rock production on the Long Creek Section of the Kimberly-Long Creek and Pendleton-John Day Highways in Grant County was completed on May 11, 1966, and accepted by the Highway Commission on June 30, 1966.

Final payment in the amount of $1,559.75 will be released to the contractor after July 11, 1966. The total contract amount is $30,523.22 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Mr. W. H. Sutherland
P. O. Box 22
Wilbur, Washington 99705

Mr. Archie W. Snook
2005 N.E. 42nd
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 1 1966
FOR FILING

12-8328

6750

June 30, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed May 11, 1966, on Contract No. 6750. The contract was with W. R. Sutherland, General Contractor and was for rock production on the Long Creek Section of the Kimberly-Long Creek and Pendleton-John Day Highways in Grant County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 30, 1966, and that you concur in this procedure at the Commission meeting on July 14.

It is assumed that if you have no objection to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

bg

FINAL REPORT

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Long Creek	WEEK ENDING: May 28, 1966
		SECTION PREFIX: 12-8328
	HIGHWAY: Kimberly-Long Creek-Pendleton-John Day	COUNTY: Grant
NAME OF JOB: Long Creek	KIND OF WORK: Rock Production	
CONTRACTOR: W. R. Sutherland, Gen. Contr.	CONTRACT NUMBER: 6750	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: December 14, 1965	DATE WORK STARTED: March 11, 1966	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 190	CALENDAR DAYS USED 133
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 70
PROJECT AUTHORIZATION: $35,094.37		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $32,598.77	ENGINEERING AUTHORIZATION $2,495.60	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $30,490.04	ENGINEERING COST TO DATE $2,008.99	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 94
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 6.5 %	PERCENT OF AUTHORIZATION 81 %	DATE PROJECT WAS COMPLETED: May 11, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD 100		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)					10,000 C.Y.		
TOTAL QUANTITIES CORRECTED TO DATE					9,785.5 C.Y.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					9,785.5 C.Y.		
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate completed and mailed to the Division Office on Wednesday of this week.

SIGNED C. D. Stout LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
DEC 15 1965
FILING

FLOYD QUERY, SECRETARY
SALEN

6750

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

December 14, 1965

Mr. W. R. Sutherland
Box 22
Wilbur, Washington

Dear Mr. Sutherland:

The State Highway Commission on December 14, 1965, awarded to you State Highway Contract No. 6750 for the following project:

Long Creek Rock Production Project on the Pendleton-John Day and Kimberly-Long Creek Highways in Grant County.

This award was based on your bid of $31,195.00 which was submitted to the Commission on December 10, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jc

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

FR-172(1) Badger Creek-Chenoweth Cr. 1965
S-20(2) Sec., FAS 365
#6751 (Grading and structure)

C+2 0934

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

STATE COPY

FORM PR-2A (REV. 10-68) U.S. DEPARTMENT OF COMMERCE

Monthly transaction number: 5-23	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	State: Oregon
Project report number: 7		County: Wasco
Modification number: 2	4-28-67	Project number: ER-172(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 14, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 175,843	$ 181,252
Federal funds	$ 111,660.44	$ 114,958.05
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 28th day of April, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Labon

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
BUREAU OF PUBLIC ROADS
Federal Highway Administration

By L. R. Backlund
L. R. Backlund, Admin. Manager
(Division Engineer)

US COMM-DC 26364-P65

STATE COPY

Monthly transaction number 3-51	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 5	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Wasco
Modification number 1 4751	2-3-67	Project number ER-172(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 14, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 173,111.00	$ 175,843.00
Federal funds	$ 109,838.00	$ 111,660.44
Other revisions		

This modification is made for the following reasons:

Revised estimate including approved county force orders and Wasco County billing.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3rd day of March, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lahar

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
L.R. Backlund Administrative Mgr.

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. ER-172(1)

COUNTY ROADS, COUNTY FAS ROUTES

IN WASCO COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices, approved County Force orders and Wasco County Billing)

Salem, Oregon, February 3, 1967

Type Code 7020
Chenoweth Cr. Bridge (Sta. 38+37 - Sta. 39+37)(Contract No. 6751)

Remove Chenoweth Cr. Bridge	All Required			$ 1,500.00
Detour Structure	All Required			9,000.00
Shoring, Cribbing, etc.	All Required			1,000.00
Structural Excavation	120 cu.yd.	7.00		840.00
Structural Excavation Below Elevation Shown	10 cu.yd.	12.00		120.00
Furnish 10 BP 42 Steel Piling	730 lin.ft.	5.50		4,015.00
Drive Steel Piles	23 only	100.00		2,300.00
Splice Steel Piles	6 only	30.00		180.00
Class "A" Concrete (326 c.y.)	All Required			23,000.00
Metal Reinforcement (62,500 lb.)	All Required			8,000.00
Pedestrian Handrail	97 lin.ft.	17.00		1,649.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	40 lin.ft.	4.00		160.00
			$	51,764.00
Flagging (57½% of Contractor's Cost)	All Required		$	540.00
		Subtotal	$	52,304.00
		Engr. & Cont.		5,230.00
		Total	$	57,534.00

Type Code 3010
FAS 309 Flood Repair (MP 0.70 to MP 4.00)
Temporary

County Force Equipment, Labor and Materials	All Required	$	845.10

Permanent

Approved CFO No. 1	All Required		3,098.72
		$	3,943.82

Type Code 2010
FAS 312 Flood Repair (MP 0.20 and MP 16.86 to MP 24.88)
Temporary

County Force Equipment, Labor and Materials	All Required	$ 2,253.75
Negotiated Equipment, Labor and Materials	All Required	8,851.72
		$ 11,105.47

Permanent

Approved CFO No. 3	All Required	$ 7,437.33
		$ 18,542.80

Type Code 2006
FAS 365, Flood Repair (MP 2.9)
Temporary

County Force Equipment, Labor and Materials	All Required	$ 1,482.21
Purchased Bags		49.60
		$ 1,531.81

Permanent

Approved CFO No. 4	All Required	$ 384.15
		$ 1,915.96

Type Code 2010
FAS 706, Flood Repair (MP 0.00 to MP 31.80)
Temporary

County Force Equipment, Labor and Materials	All Required	$ 41,739.58
Purchased Materials	All Required	4,131.84
		$ 45,871.42

Permanent

Approved CFO No. 5	All Required	$ 22,827.55
		$ 68,698.97

Type Code 3010
FAS 707, Flood Repair (MP 0.00 to MP 6.00)
Temporary

County Force Equipment & Labor	All Required	$ 1,076.00
Permanent		
Approved CFO No. 2	All Required	9,352.17
		$ 10,428.17

Type Code 2010
FAS 708 Flood Repair (MP 0.30 to MP 5.50)
Temporary

County Force Equipment, Labor and Materials	All Required	$ 9,806.12
Purchased Materials	All Required	27.10
		$ 9,833.22
Permanent		
Approved CFO No. 6	All Required	$ 4,946.50
		$ 14,779.72
	Grand Total	$ 175,843.44

Length of Project ——————————54.35 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Chenoweth Cr. Br.	$ 57,534.00	$ 36,534.00	$10,500.00	$10,500.00
FAS 309	3,943.82	2,504.32	719.75	719.75
FAS 312	18,542.80	11,774.68	3,384.06	3,384.06
FAS 365	1,915.96	1,216.62	349.67	349.67
FAS 706	68,698.97	43,623.83	12,537.57	12,537.57
FAS 707	10,428.17	6,621.87	1,903.15	1,903.15
FAS 708	14,779.72	9,385.12	2,697.30	2,697.30
Total	$175,843.44	$111,660.44	$32,091.50	$32,091.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
1-193		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY
6751 3	1-14-66	Wasco
		PROJECT NO. EB-172(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

FAS Routes in Wasco County.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-24-65	31.15
*OTHER *(Specify)*		

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 173,111.00	$ 109,838.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lahoe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~A. W.~~ A. W. Parsons
(Division Engineer)

By K. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer JAN 14 1966

Oregon State Highway Department

Federal-Aid
Project No. ER-172(1)

COUNTY ROADS, COUNTY FAS ROUTES

IN MARION COUNTY

(Estimate as a basis for project agreement. Based on low bid prices and approved County Force orders.)

Salem, Oregon, December 23, 1965

Type Code X020
Chamowath Creek Br. (Sta. 38+37 - Sta. 39+37) (Contract No. 6751)

Remove Chamoweth Cr. Bridge	All Required		$ 1,500.00
Detour Structure	All Required		9,000.00
Shoring, Cribbing, etc.	All Required		1,000.00
Structural Excavation	120 cu.yds.	$ 7.00	840.00
Structural Excavation Below Elevations Shown	10 cu.yds.	12.00	120.00
Furnish 10 BP 42 Steel Piling	730 l.ft.	5.50	4,015.00
Drive Steel Piles	23 only	100.00	2,300.00
Splice Steel Piles	6 only	30.00	180.00
Class "A" Concrete (326 c.y.)	All Required		23,000.00
Metal Reinforcement (62,500 lb.)	All Required		8,000.00
Pedestrain Handrail	97 l.ft.	17.00	1,649.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	40 l.ft.	4.00	160.00
			$ 51,764.00
Flagging (57½ of Contractor's Cost)	All Required		540.00
	Subtotal		$ 52,304.00
	Engr. & Cont.		5,230.00
	Total		$ 57,534.00

Approved County Force Orders

CFO #1	All Required	$ 9,500.00
CFO #2	All Required	16,758.00
CFO #3	All Required	29,700.00
CFO #4	All Required	8,170.00
CFO #5	All Required	25,692.00
CFO #6	All Required	15,250.00
	Subtotal	$105,070.00
	Engr. & Cont.	10,507.00
	Total	$115,577.00

Length of Project - - - - - - - - - - - - - 31.15 miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Chemeketh Cr. Br.	$ 57,534.00	$ 36,505.00	$10,514.50	$10,514.50
Approved State Force Orders	115,577.00	73,333.00	21,122.00	21,122.00
	$173,111.00	$109,838.00	$31,636.50	$31,636.50
Retained in Authorized Fund Status				
Temporary and Permanent Restoration Work	$ 91,654.00	$ 58,154.00	$16,750.00	$16,750.00
	$264,765.00	$167,992.00	$48,386.50	$48,386.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. ER-172(1)

COUNTY ROADS, COUNTY FAS ROUTES

IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 12, 1965

Type Code K020
Chenoweth Cr. Bridge (Sta. 38+37 - Sta. 39+37)

Remove Chenoweth Cr. Bridge	All Required		$ 2,000.00
Detour Structure	All Required		5,000.00
Shoring, Cribbing, etc.	All Required		2,000.00
Structural Excavation	120 cu.yd.	$ 7.00	840.00
Structural Excavation Below Elevations Shown	10 cu.yd.	10.00	100.00
Furnish 10 BP 42 Steel Piling	730 lin.ft.	5.00	3,650.00
Drive Steel Piles	23 only	80.00	1,840.00
Splice Steel Piles	6 only	50.00	300.00
Class "A" Concrete (326 cu.yd. @ $95.00)	All Required		30,970.00
Metal Reinforcement (62,500 lb. @ $0.14)	All Required		8,750.00
Pedestrian Handrail	97 lin.ft.	15.00	1,455.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	40 lin.ft.	5.00	200.00
			$ 57,105.00
Flagging (57½$ of Contractor's Cost)	All Required		540.00
	Subtotal		$ 57,645.00
	Engr. & Cont.		5,764.00
	Total		$ 63,409.00

Approved County Force Orders

C.F.O. No. 1	All Required	$ 9,500.00
C.F.O. No. 2	All Required	16,758.00
C.F.O. No. 3	All Required	29,700.00
C.F.O. No. 4	All Required	8,170.00
C.F.O. No. 5	All Required	25,692.00
C.F.O. No. 6	All Required	15,250.00
	Subtotal	$105,070.00
	Engr. & Cont.	10,507.00
	Total	$115,577.00

Length of Project - - - - - - - - 31.15 Miles (Intermittent)

SUMMARY OF FUNDS

Descriptions	Total Cost	Federal Funds	State Funds	County Funds
Chenoweth Cr. Br.	$ 63,409.00	$ 40,233.00	$11,588.00	$11,588.00
Approved State Force Orders	115,577.00	73,333.00	21,122.00	21,122.00
	$178,986.00	$113,566.00	$32,710.00	$32,710.00
Retained in Authorized Fund Status				
Temporary & Permanent Restoration Work	91,654.00	58,154.00	16,750.00	16,750.00
	$270,640.00	$171,720.00	$49,460.00	$49,460.00

RECEIVED
MAR 2 - 1967

STATE COPY

ER-172 (1)

6751

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

February 23, 1967

Original signed by
G. R. Brooks
Dist. Engineer

08-35-DA

A. W. Parsons, Division Engineer
Salem, Oregon

From: G. R. Brooks
District Engineer

Oregon Project ER-172(1)
FAS Routes - Wasco County
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated restoration work made necessary by flood damage on the subject project. County Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of County forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed County resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's February 2, 1967 letter are approved. Established County rental rates must be supported by accounting records, or if not available the alternate rates approved by this office on August 19 and September 23, 1965 may be used. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 54.35 (intermittent) miles of roadway and/or bridges at a total estimated negotiated contract amount of $8,852.00 and County Force Account work amount of $61,411.00. Estimated emergency fund participation is to be at the regular pro-rata share, or $44,624.00.

Findings regarding non-incidental permanent repairs on the project by County Forces were previously transmitted on May 28, 1965. We concurred in the contract award for Badger Creek - Chenoweth Creek Section on December 16, 1965.

RECEIVED
FEB 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

cc:
Region(2) w/2 cys agreement estimate
and plans (PR-37 Distributed Separately)
H. S. Cox, County-City Div.
Lusk

3-1-67

RECEIVED
FEB 7 - 1967

FA-172(1)

(121)

February 6, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Federal-Aid Project Acceptance
Project No. ER-172(1)

Dear Sir:

This is to advise you that all work authorized under FAP No. ER-172(1), has been completed. The type and location of the work are as follows:

Formal Contracts

6751 Chenoweth Cr. Bridge Sta. 38+37 to Sta. 39+37

Force Account Agreements

CFO #1	FAS 309	M.P. 0.70 to M.P. 4.00
CFO #2	FAS 707	M.P. 0.00 to M.P. 6.00
CFO #3	FAS 312	M.P. 0.20 & M.P. 16.88 to M.P. 24.88
CFO #4	FAS 365	M.P. 2.9
CFO #5	FAS 706	M.P. 0.00 to M.P. 31.60
CFO #6	FAS 708	M.P. 0.30 to M.P. 5.50

Temporary Repairs

County Force (Equip., Labor & Mat'ls.)	FAS 309	M.P. 0.70 to M.P. 4.00
County Force (Equip., Labor & Mat'ls.)	FAS 312	M.P. 0.20 and MP.16.88 to M.P. 24.88
Negotiated (Equip., Labor & Mat'ls.)	FAS 312	M.P. 0.20 and M.P.16.88 to M.P. 24.88
County Force (Equip., Labor & Mat'ls.)	FAS 365	M.P. 2.9
Purchased Bags	FAS 365	M.P. 2.9

County Force (Equip., Labor & Mat'ls.)	FAS 706	M.P. 0.00 to M.P. 31.80
Purchased Materials	FAS 706	M.P. 0.00 to M.P. 31.80
County Force (Equip., & Labor)	FAS 707	M.P. 0.00 to M.P. 6.00
County Force (Equip., Labor & Mat'ls.)	FAS 708	M.P. 0.30 to M.P. 5.50
Purchased Materials	FAS 708	M.P. 0.30 to M.P. 5.50

Attached are the necessary supporting data required by your office.

Your final acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Wasco Co

Oregon State Highway Department

NOTED
P. B. Arensmeier

Federal-Aid
Project No. BR-172(1)

NOTED
RICHARD UNREIN

COUNTY ROADS, COUNTY FAS ROUTES

IN WASCO COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices, approved County Force orders and Wasco County billing)

Salem, Oregon, February 3, 1967

Type Code 1020
Chenoweth Cr. Bridge (Sta. 38+37 - Sta. 39+37)(Contract No. 6751)

Remove Chenoweth Cr. Bridge	All Required			$ 1,500.00
Detour Structure	All Required			9,000.00
Shoring, Cribbing, etc.	All Required			1,000.00
Structural Excavation	120 cu.yd.	7.00		840.00
Structural Excavation Below Elevation Shown	10 cu.yd.	12.00		120.00
Furnish 10 BP 42 Steel Piling	730 lin.ft.	5.50		4,015.00
Drive Steel Piles	23 only	100.00		2,300.00
Splice Steel Piles	6 only	30.00		180.00
Class "A" Concrete (326 c.y.)	All Required			23,000.00
Metal Reinforcement (62,500 lb.)	All Required			8,000.00
Pedestrian Handrail	97 lin.ft.	17.00		1,649.00
8-inch Metal Unperf. Drain Pipe, Type "A" Costing	40 lin.ft.	4.00		160.00
				$ 51,764.00
Flagging (57½% of Contractor's Cost)	All Required			$ 540.00
			Subtotal	$ 52,304.00
			Engr. & Cont.	5,230.00
			Total	$ 57,534.00

Type Code 3010
FAS 309 Flood Repair (MP 0.70 to MP 4.00)
Temporary

County Force Equipment, Labor and Materials	All Required	$ 845.10

Permanent

Approved CFO No. 1	All Required	3,098.72
		$ 3,943.82

NOTED
HAROLD REYNOLDSON

RECEIVED
FEB 6 - 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED

Type Code 2010
FAS 212 Flood Repair (MP 0.20 and MP 16.58 to MP 24.88)
Temporary

County Force Equipment, Labor and Materials	All Required	$ 2,253.75
Negotiated Equipment, Labor and Materials	All Required	8,851.72
		$ 11,105.47
Permanent		
Approved CFO No. 3	All Required	$ 7,437.33
		$ 18,542.80

Type Code Y606
FAS 265, Flood Repair (MP 2.9)
Temporary

County Force Equipment, Labor and Materials	All Required	$ 1,482.21
Purchased Bags		49.60
		$ 1,531.81
Permanent		
Approved CFO No. 4	All Required	$ 384.15
		$ 1,915.96

Type Code 2010
FAS 706, Flood Repair (MP 0.00 to MP 31.80)
Temporary

County Force Equipment, Labor and Materials	All Required	$ 41,739.58
Purchased Materials	All Required	4,131.84
		$ 45,871.42
Permanent		
Approved CFO No. 5	All Required	$ 22,827.55
		$ 68,698.97

Type Code 3010
FAS 707, Flood Repair (MP 0.30 to MP 6.00)
Temporary

County Force Equipment & Labor	All Required	$ 1,076.00
Permanent		
Approved CFO No. 2	All Required	9,352.17
		$ 10,428.17

Type Code 2010
FAS 708 Flood Repair (MP 0.30 to MP 5.5)
Temporary

County Force Equipment, Labor and Materials	All Required	$ 9,806.12
Purchased Materials	All Required	27.10
		$ 9,833.22
Permanent		
Approved CFO No. 6	All Required	$ 4,946.50
		$ 14,779.72
	Grand Total	$ 175,643.44

Length of Project ——————————54.35 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Chenoweth Cr. Dr.	$ 57,534.00	$ 36,534.00	$10,500.00	$10,500.00
FAS 309	3,943.82	2,504.32	719.75	719.75
FAS 312	18,542.80	11,774.68	3,384.06	3,384.06
FAS 365	1,915.96	1,216.62	349.67	349.67
FAS 706	68,698.97	43,623.83	12,537.57	12,537.57
FAS 707	10,428.17	6,621.87	1,903.15	1,903.15
FAS 708	14,779.72	9,385.12	2,697.30	2,697.30
Total	$175,843.44	$111,660.44	$32,091.50	$32,091.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
DEC 13 1966
FOR FILING

FR-172 (1)

6751

December 12, 1966

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment for $158.94 will be made to Hamilton Construction Co. on Contract No. 6751 for grading and structure on the Badger Creek-Chenowath Creek Section of FAS 365 in Wasco County, as soon as the warrant is prepared.

The total amount paid on this contract will be $185,357.10, including the post-final payment. Of the total $2,386.52 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lm:r

cc: Hamilton Construction Co.
Box 1376
Eugene, Oregon

bc: C. H. Maison
Attn: John Herr

RECEIVED
AUG 10 1966
FOR FILING

EE-172(1)

6751

August 9, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed June 20, 1966, on Contract No. 6751. The contract was with Hamilton Construction Company and was for grading and structure on the Badger Creek-Chenoweth Creek Section on FAS365 in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 9, 1966, and that you concur in this procedure at the Commission meeting on August 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Quesy
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. W. Rulien

bg

RECEIVED
JUL 27 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

6751

June 27, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 20, 1966 on Contract No. 6751, Badger Cr.-Chenoeth Cr. Section in Wasco County, in connection with Federal-Aid Project No. ER-172(1) and S-20(2).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
J. R. KUHNS

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 7-12-66

Conditions noted on above date:

None

RECEIVED
JUL 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

By: G. R. Brooks
District Engineer

Replied to Young
7-26-66

HER: ls
cc: H. S. Cox

Form S-300—66

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
MAY 3 1966
Date
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Badger Cr.-Chenoweth Cr. Date May 2 19 66

Highway FAS 365 Contract No. 6751

County Wasco Prefix 533-1095

Contractor Hamilton Construction Company F. A. Project No. ER-172(1);S-20(2)

Address P.O. Box 1376, Eugene, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Riprap at the Chenoweth Bridge ends as directed by the engineer. Work has not started.

Location by station numbers:

38+49 to 39+49

Estimate of quantities and cost:

Labor	$ 400.00
Equipment	500.00
Contractor's Percentage	135.00
	$1,035.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

No riprap or slope prctection set up in the contract for the bridge ends.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 207,156.37
Present estimate of project cost, including $ 1,035.00 for work under this order	$ 207,156.37
Expected under-run / over-run amount	$ 0.0
Expected under-run / over-run per cent	0.0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Lowell M. Stratton
Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer
Assistant State Highway Engineer
Office Engineer.

State Printing

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 1-188	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. 6751 6	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 1-18-66	COUNTY Wasco
		PROJECT NO. S-20(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Badger Cr.-Chenoweth Cr. Section, FAS 365.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	12-1-64	0.581
*OTHER (Specify)		

FUNDS Pro Rata 63.36

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 137,318.00	$ 87,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. Klaton

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer JAN 18 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOM-DC 8908-P64

Oregon State Highway Department

Federal-Aid
Project No. S-20(2)

BADGER CR.-CHENOWETH CR. SECTION

F.A.S. 365 IN WASCO COUNTYY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 23, 1965

Type Code 0010
Badger Cr.-Chenoweth Cr. (Sta. 10+00 - Sta. 38+37)(Sta. 39+37 - Sta. 41+70)
(Contract No. 6751)

Clearing and Grubbing	All Required		$ 10,000.00
Ditch Excavation, Unclassified	20 cu.yd.	$ 2.50	50.00
Embankment in Place	132,000 cu.yd.	0.52	68,640.00
Finishing Roadbed and Slopes	All Required		1,200.00
Trench Excavation	970 cu.yd.	2.50	2,425.00
Tractor and Dozer	34 hr.	23.00	782.00
Loose Riprap	100 cu.yd.	4.50	450.00
Dry Riprap, Class 2	150 cu.yd.	6.00	900.00
12-inch Culvert Pipe	66 lin.ft.	3.00	198.00
18-inch Culvert Pipe	500 lin.ft.	5.00	2,500.00
24-inch Culvert Pipe	100 lin.ft.	6.00	600.00
90-inch Structural Plate Pipe	All Required		15,400.00
Concrete Inlets, Type GB-2	2 only	300.00	600.00
Concrete Anchor Block	All Required		400.00
Type 2 Barricade	165 lin.ft.	5.00	825.00
Salvage Type 2 Barricade	165 lin.ft.	1.00	165.00

Badger Cr. Flume

Class "A" Concrete	130 cu.yd.	110.00	14,300.00
Metal Reinforcement	11,000 lb.	0.14	1,540.00
Structural Steel	4,800 lb.	0.50	2,400.00
			$123,375.00
Flagging (57½% Contractor's Cost)	All Required		$ 1,460.00
	Subtotal		$124,835.00
	10% Engr. & Cont.		12,483.00
	Total		$137,318.00

Length of Contract - - - -0.581 mile

SUMMARY OF FUNDS

Federal Funds	$ 87,000.00
State Funds	25,159.00
County Funds	25,159.00
Total	$137,318.00

State Funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

BADGER CR.-CHENOWETH CR. SECTION

STATE WORK

Remove Badger Cr. Bridge	All Required	$ 7,000.00

RECEIVED
JAN 6 - 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

ER-172 (1)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 4, 1966

In reply refer to: 08-35-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects ER-172(1) and S-20(2)
Badger Creek - Chenoweth Creek Section
Grading and Structure

As requested in Mr. Young's letter of December 23, advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of December 16 in the award of contract no. 6751 to Hamilton Construction Co. of Eugene, Oregon, low bidder in the amount of $182,139.00 at the December 10 bid opening.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
1-5-66

RECEIVED
JAN 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 27 1965
FOR FILE

F-172(1)
6751

December 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of December 13, 1965 is requested in the award of contract for the Badger Cr.-Chenowath Cr. Section, Project No. ER-172(1).

The contractor receiving the award is Hamilton Construction Co. of Eugene, in the amount of $182,139.00 with the Contract No. 6751 assigned. This bid was received on December 10, 1965 and awarded December 16, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ED

RECEIVED
MAR 2 - 1966
FOR FILING

ER-172 (1)

December 16, 1965

Hamilton Construction Company
P. O. Box 1376
Eugene, Oregon

AGENDA
JAN 25 1966
49
Bid- 12-10-65

Gentlemen:

The State Highway Commission on December 14, 1965, accepted your proposal for grading and structure on the Dodger Creek-Commonwealth Creek Section of FAS 365 in Wasco County for the sum of $154,139.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 5751.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ec

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RE & FAS-C

RECEIVED
DEC 13 1965
FOR FILING

ER-172 (1)

6751

December 13, 1965

Wasco County Court
Courthouse
The Dalles, Oregon

Gentlemen:

On December 10, a satisfactory bid was received from the Hamilton Construction Company of Eugene for constructing the Badger Creek-Chenoweth Creek Section of FAS 365. As per the agreement between the State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$18[illegible]139.00
Flagging	2,000.00
12-1/2% Engineering & Contingencies	23,017.38
Estimated Total Cost	$207,156.38

County Advance Deposit:
20% of $207,156.38 = $41,431.28 or say $ 41,400.00

Please make this advance deposit in the amount of $41,400 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm

NOTED
V R JONES

RECEIVED
DEC 16 1965
FILING
ER-172(1)
6951

December 13, 1965

MISC. CONTRACTS and AGREEMENTS No. 2734

Wasco County Court
Courthouse
The Dalles, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of a Finance-Construction Agreement covering the Badger Creek-Chenoweth Creek Section of FAS 365 in Wasco County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
NOV 24 1965

Form CO-12 (11-63) (Proc. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-172 (1)

TO 6731 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

ICLA BOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 18, 1965

In reply refer to: 08-35.2-DA
X-file: S-20(2)

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-172(1)
Badger Creek-Chenoweth Creek Section
Grading and Structure

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith. It is understood, for contract purposes, the subject project will be combined with S-20(2) for the grading.

Our authorization is with the understanding that all necessary right of way is available for the project with no participating utility adjustments involved, as indicated in Mr. Oakes' and Mr. Litchfield's November 12 and November 10, 1965 reports.

The use of Article 102-1.3, Embankment in Place, is approved for this specific project.

You are authorized to proceed with contractor's flagging included in your estimate in the amount of $540.

Mr. Young's November 17, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Attachments

REFERRED TO Young w/encl.
BY ASST. STATE HWY. ENGR.
copy to Litchfield
Oakes
11-23-65

RECEIVED
NOV 23 1965

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MEMO TO FILES

SUBJECT: Chenoweth Creek Bridge #9211A
FAS 365, Wasco County
ER-172(1), Item 121

On November 3, 1965, I made an inspection of the subject bridge accompanied by Rex Kniesteadt of the Wasco County Road Dept. in order to determine the full extent of damage to the structure caused by the high flood waters of Chenoweth Creek during the storm of December, 1964.

The heaviest and most apparent damage was the undermining of the west end of the north abutment resulting in extreme settlement and a severe tilt to the abutment, which in turn caused the deck to sag in the northwest quadrant of the structure. Further inspection of the bridge showed large cracks in the deck, the south abutment, and in at least one concrete beam. These cracks are particularly evident after a heavy rain because they all leak quite severely.

Wasco County has requested the State Highway Department to construct a new bridge over Chenoweth Creek under an ER contract. In order to construct the proposed new structure meeting adequate standards and allowing for future run-off, the Bridge Division has designed a structure 100 feet long and 32 feet wide on new grade and alignment at an estimated cost of $67,000. Justification for this particularly specified bridge is in the attached letter from A. A. Rear dated September 29, 1965.

Also attached are photographs showing several views of the damage to the Chenoweth Creek Bridge.

R. H. Prange, Field Engineer
County and City Division

RHP:mm

11/8/65

Wasco Co

FORM M-10 50M 8-65 5**6470-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1965

To: Mr. H. S. Cox
County-City Relations

OFFICE

SUBJECT: Chenoweth Creek Bridge
Badger Creek-Hostetler Road Section
Chenoweth County Road
Bridge No. 9211A

The existing bridge across Chenoweth Creek on the Badger Creek-Hostetler Road section is a 19' RCDG span on abutments. The storm damage caused undermining of the west end of the North abutment. The material being displaced was gravelly in nature. The apparent cause of the damage was plugging the waterway with debris causing an increase in the velocity past the end of the abutment.

The drainage area is estimated to be about 28 to 30 sq. miles which requires a waterway sufficient to handle 1600 c.f.s.

The present waterway is confined to a 20 ft. bottom width of channel at other locations downstream. For this reason the proposed structure was designed to clear the bottom width of stream bed. When the skew of the structure is taken into account the center span length becomes 40 ft.

The bridge was designed with open ends rather than abutments to provide the added waterway area to accommodate debris and avoid future washouts.

The traffic count on this section is 1300 A.D.T. For the Class "C" highway, this would require a roadway width of 32 feet.

A. A. Rear
Assistant Bridge Engineer

AAR:en

RECEIVED
SEP 30 1965
ENGINEER
COUNTY & CITY DIVISION

Photo #1

Photo No. 1
North end of Chenoweth Creek Bridge looking south.
Shows material placed by County forces to bring sunken bridge up to passable grade.

Photo No. 2
Northwest corner of Chenoweth Creek Bridge looking southeast.
Shows settlement and tilt of north abutment and location of cracks in south abutment and beam.

Photo #2

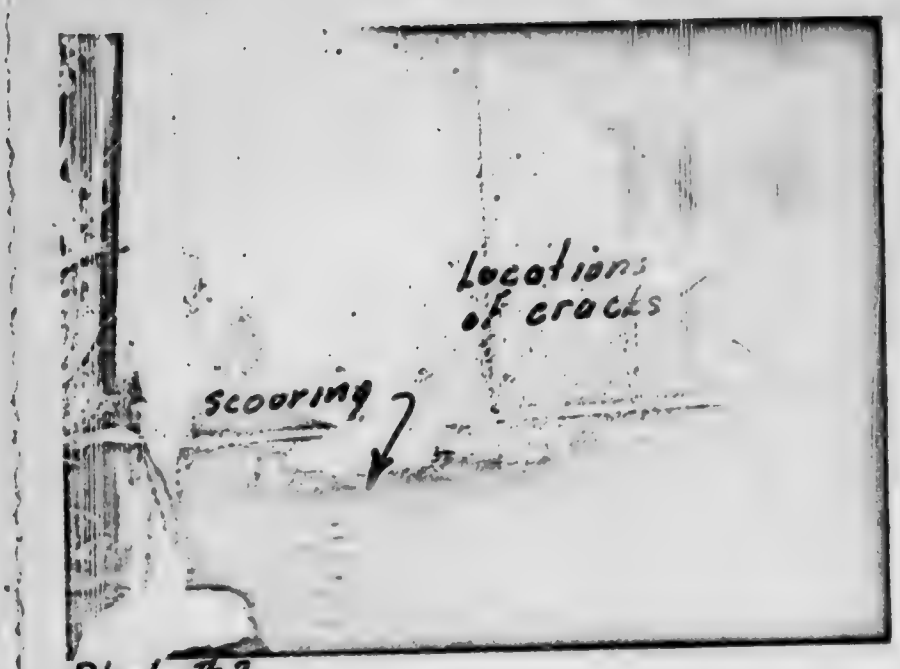


Photo #3

Photo No. 3
Looking at north abutment. of Chenoweth Creek Bridge. Shows scouring under west end of abutment and locations of diagonal cracks in abutment wall and footing..

Photo No. 4
West end of north abutment of Chenoweth Creek Bridge looking east.
Shows tilt of noth abutment and uneven deck.

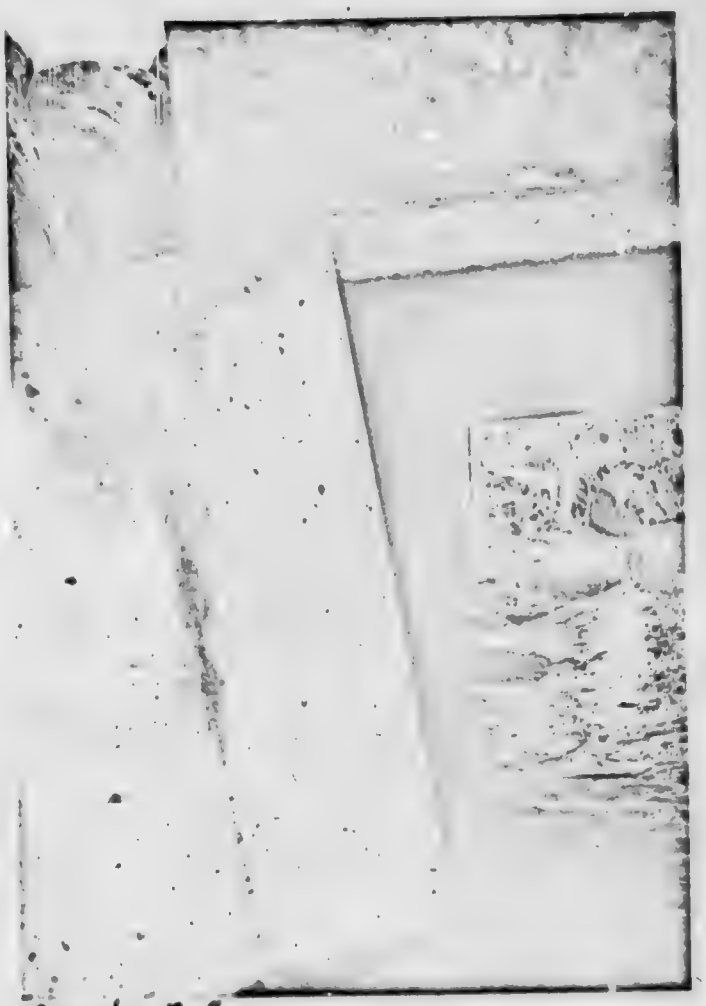


Photo #4

Wasco Co.

FORM E-30 SSM 8-61 SP*64479-786

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1965

To: Mr. H. S. Cox
County-City Relations

OFFICE

SUBJECT: Chenoweth Creek Bridge
Badger Creek-Hostetler Road Section
Chenoweth County Road
Bridge No. 9211A

The existing bridge across Chenoweth Creek on the Badger Creek-Hostetler Road section is a 19' RCDG span on abutments. The storm damage caused undermining of the west end of the North abutment. The material being displaced was gravelly in nature. The apparent cause of the damage was plugging the waterway with debris causing an increase in the velocity past the end of the abutment.

The drainage area is estimated to be about 28 to 30 sq. miles which requires a waterway sufficient to handle 1600 c.f.s.

The present waterway is confined to a 20 ft. bottom width of channel at other locations downstream. For this reason the proposed structure was designed to clear the bottom width of stream bed. When the skew of the structure is taken into account the center span length becomes 40 ft.

The bridge was designed with open ends rather than abutments to provide the added waterway area to accommodate debris and avoid future washouts.

The traffic count on this section is 1300 A.D.T. For the Class "C" highway, this would require a roadway width of 32 feet.

A. A. Rear
Assistant Bridge Engineer

AAR:en

RECEIVED
SEP 30 1965
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
SEP 28 1965
COMMISSIONERS

HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. F. HUNSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

FOR FILES
EE-172 (1)
6751

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

September 20, 1965

Routing
Morgan
Decker
Bond
Barbur
Walker
Olson
Swan
Peass
Morelock
Trout
Scott
Wills
Litchfield
Olson
RECEIVED
SEP 22 1965
CONSTRUCTION
DIVISION

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following titled highway construction projects transmitted to us by your letters dated September 8 and 14, 1965 respectively have been reviewed.

Badger Creek-Hostetler Road Section of FAS 365, Wasco County.

McCully Creek- Sumpter Section, Sumpter Valley Highway, Baker County.

Fish passage must be maintained at the Badger Creek Crossing.

There are no anadromous fish in McCully Creek. Resident trout utilize this stream, thus we recommend you contact the Oregon Game Commission regarding any effects the project may have on this fishery.

Sincerely,

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon Game Commission

9/22/65 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
J. F. Putnam (2)
A. F. Parson (2)
fp

NOTED
F. B. KLABOE

RECEIVED
SEP 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

EK 173 (1)
6751

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

September 14, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of September 8, 1965 which enclosed plans for the following projects:

1. Jefferson St.-Thurman St. Section, Stadium Freeway, Multnomah County.
2. Badger Creek-Hostetler Road Section, FAS 365, Wasco County.
3. Ashland Interchange Section, Pacific Highway, Jackson County.
4. Baldock Rest Area, Pacific Highway, Clackamas County.
5. The Dalles-Fifteenmile Creek Section, Columbia River Highway, Wasco County.
6. Bonneville-Hood River County Line Section, Columbia River Highway, Multnomah County.

There will be no conflict with wildlife resources as a result of any of the above construction, so the projects are approved.

We appreciate the opportunity to comment.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

NOTED
F. B. KLABOE

Routing
Morgan
Docker
Bond
Barbpo
Walker
Glenn
Swan
Peale
Morelock
Trout
Scott
Willis
Litchfield
Olsen

RECEIVED
SEP 15 1965
CONSTRUCTION
DIVISION

ROK:dm

cc: Director, OFC

9/15/65 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (6)
T. C. Roake
J. E. Morelock
A. E. Johnson (2)
L. W. Rulien (4)
L. R. Chandler (2)
J. F. Putnam (4) fp

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 13 Pages

RECEIVED NOV 27 1968 FOR FILING

BADGER CREEK UNIT

Section BADGER CREEK-HOSTETLER ROAD Highway F.A.S. 365 County WASCO Prefix 503-3(9)

Rec. Engr. L. M. Stratton Approx. Length 0.16 Miles. Sta. 10+00± to Sta. 18+50± Date 11-13-68

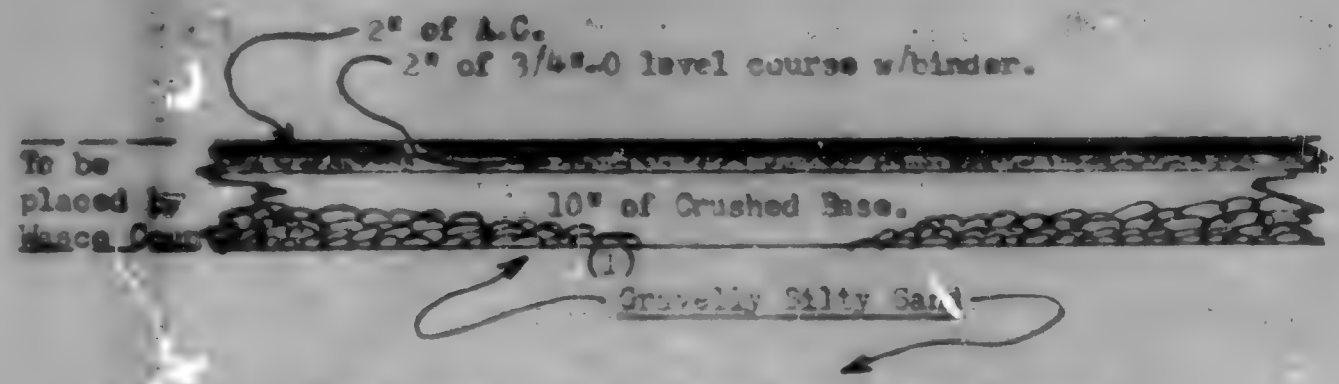
Truck A.D.T. 36 Traffic Coefficient 2.2 18 kip s.a. per day 25.3.

Annual Precipitation 14"± Frost Penetration 16" -18".

(1)
Typical Soil
22 LL
0 PI
71 %P 10
72 %P200
29 %Gravel
9 %C Sand
40 %F Sand
15 %Silt
7 %Clay
48 "R" Value (Corrected)

AASHO CLASSIFICATION:
A-2-4 (0)

MATERIAL SOURCES:
To be furnished by Wasco County.



State project is for grading. Wasco County will place base and wearing surface. Project Base Design provided to assure ample subgrade width.

CBR Total Req.	Credit	Actual Thick.	
	4	2	A.C.
	2	2	Level
	10	10	Cr Ba
16	16	14	

11-13-68

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by J. W. Yarbrough, Staff Assistant Recommended by O. A. White, Engineer of Materials

NOTED LLOYD P. SHAW

Recommended by W. L. Lasher, Construction Engineer Approved by Lloyd P. Shaw, Asst. State Highway Engineer

BADGER CREEK UNIT

SECTION: BADGER CREEK-HOSTETLER ROAD

HIGHWAY: F.A.S. 365

COUNTY: [illegible]

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 1100 (Total)

B. Future ADT 1760 (Total)

C. Mean ADT 1430 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 2.5% x (C) 1430 = 36

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 36 x (H) 100 % = 36

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.66

= 76

BADGER CREEK UNIT

SECTION: BADGER CREEK-HOSTETLER ROAD

HIGHWAY: F.A.S. 365

COUNTY: WASCO

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good _____ Fair X Poor _____
   Remarks: _____
5. Cost Comparisons: NONE MADE - SEE REMARKS

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Not a consideration
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: No special problems
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers A.C.
13. Traffic Safety: No unusual problems
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Not a problem

CONCLUSION AND REMARKS:

State participation is for location survey, prepare plans, specifications, and estimates for grading and construction of 1 culvert. Wasco County will place base through level and wearing surface.

This section will be graded under contract.

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MAY 28 1964
FOR FILING
FA-172(1)
7[illegible]

5-22-64

Prefix No. 533-1489

LOCATION PROSPECTUS
BADGER CREEK-HOSTETLER ROAD SECTION
CHENOWITH COUNTY ROAD, FAS 365
WASCO COUNTY

HIGHWAY: Chenowith County Road, Federal-aid Secondary No. 365.

TERMINI: The westerly end is near the south end of the existing bridge over Badger Creek. The easterly end is at the intersection of Hostetler Road and FAS 365 (Chenowith Creek Road).

LENGTH: 1.00 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and the construction of a 90-inch structural plate culvert on revised and existing alignment. The Badger Creek Unit approximately 0.15 mile in length on the north end of the survey is to be graded under contract. The County will place base rock and paving with their own forces. The remaining 0.85 mile the County will grade with their own forces hiring the State to stake for the grading. A reconnaissance has been made. Routine soils investigations will be conducted. An economic analysis is not needed. There is no need to tie this project to the Lambert Grid System. This is an FAS-C project using 1965 funds.

CHARACTERISTICS: The 1962 traffic averages 1,300 ADT throughout this section.

STANDARDS: Class "C", maximum grade 6 per cent, maximum curvature 10 degrees.

TYPICAL SECTION: Twenty-four-foot travel way with 8-foot shoulders and a 5-foot sidewalk area at Badger Creek.

BRIDGE: Existing bridge at Badger Creek to be replaced with a 90-inch structural plate culvert. A box culvert will be required at Chenowith Creek.

ACCESS: This is a county road with no controlled access.

NOTED
TOM EDW[illegible] DS

BASE: The tentative base design for construction is:

Paving	3" A.C.
Top Course Base	2" Leveling
Bottom Course Base	10" Coarse Base
Total Depth	15"

MATERIAL: Sources of material for surfacing aggregates are available from local commercial plants.

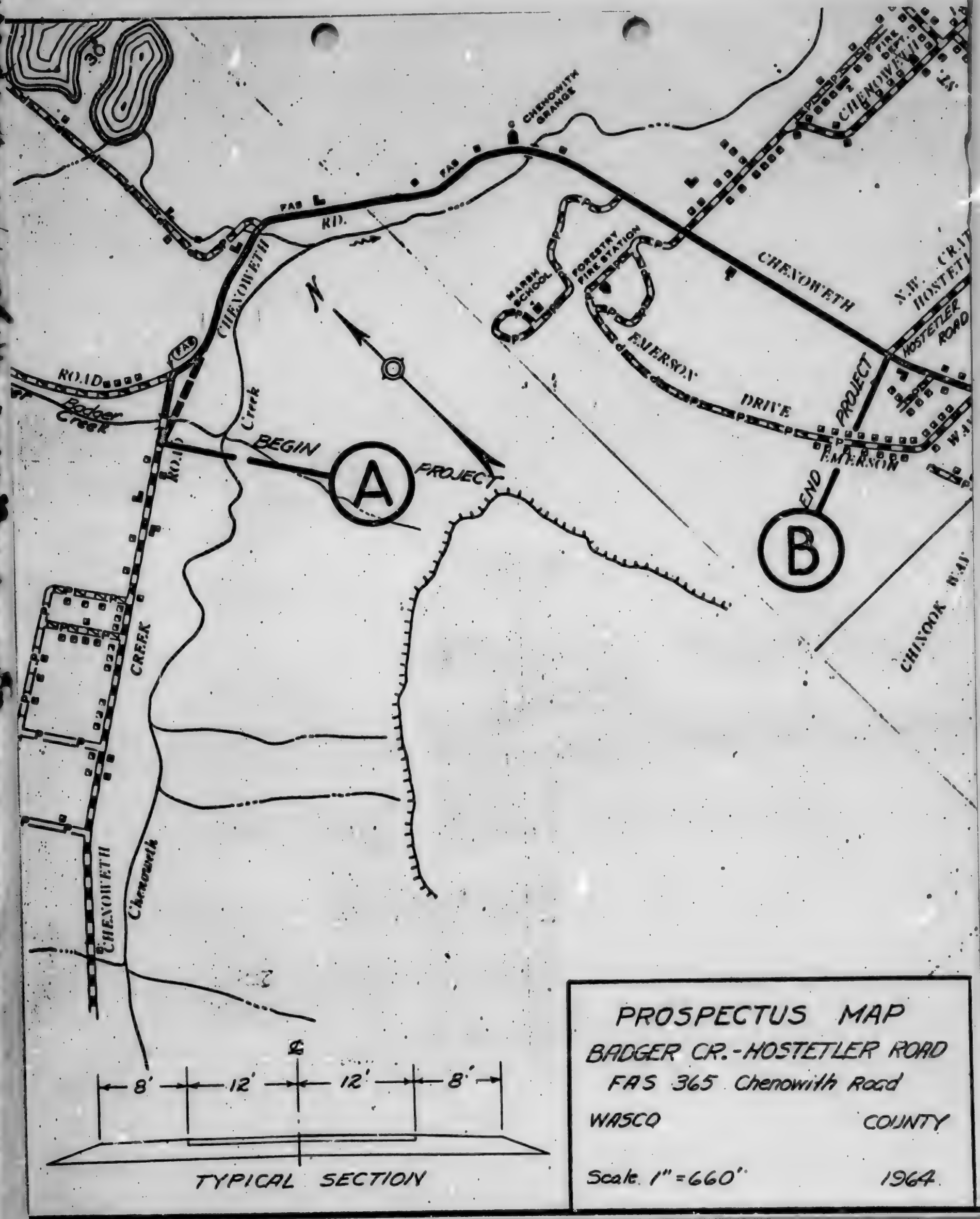
ADDITIONAL FACILITIES: No railroads.

AGREEMENTS: Required with Wasco County.

PARKS: None affected.

May 22, 1964
Attachment
cc: Forrest Cooper
A. W. Parsons (3)
Lloyd Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
Dean Swift (3)
Mark Astrup
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
J. W. Nash
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
MAY 25 1964
OFFICE OF
STATE HIGHWAY ENGINEER



TYPICAL SECTION

PROSPECTUS MAP

BADGER CR.-HOSTETLER ROAD

FAS 365 Chenowith Road

WASCO COUNTY

Scale 1" = 660'

1964

ER-172(2) Petersburg-Fairbanks Sec., 1965
FAS 369 (Intermittent
#6752 grading and stone base)

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 97275

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-9-68	CC 1117		533-1096-297

RECEIVED
DEC 10 1968
ENGINEER
COUNTY & CITY DIVISION

Wasco County Court
Courthouse
The Dalles, Oregon 97058

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Rex Iniestadt, Road Supt.			
Final Billing: Petersburg-Fairbanks Section, grade and pave, FAS 369, SB-172 (2). Covered by agreement dated April 20, 1965.			
County advance deposit		6,400.00	
Less amount previously transferred		3,400.00	
			3,000.00
County share of construction costs		5,718.46	
Less amount previously transferred		3,400.00	
			2,318.46
To be refunded			681.54

ACKNOWLEDGED
County Clerk
By _____

NOTED
RICHARD UNREIN

NOTED
DON HARVELL

RECEIVED
NOV 21 1968
FOR FILING

ER-172(2)
6752

November 20, 1968

2593

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Reference is made to your letter of November 12 concerning Mr. Henry Peck's complaint that he did not receive health and welfare benefits while working on the Petersburg-Fairbanks Contract No. 6752, Oregon ER-172(2).

This contract was administered under Primary Federal-aid regulations. These regulations do not require or refer to fringe benefits, but only require payment of the minimum hourly wage as stated in the contract. Oregon laws follow the same precept.

It is our belief that the contractor was not required to pay these benefits and that Mr. Peck has no recourse in the matter insofar as the Highway Department is concerned.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan

EAP:fw srb

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 19, 1968

SUBJECT: Assignment 2593-FBK

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

As requested, we have investigated the complaint of Mr. Henry Peck regarding non payment of Health and Welfare fringe benefits on the Petersburg-Fairbanks Contract No. 6752, Oregon ER-172(2).

It was found that this contract (as well as all other ER contracts) was subject to Federal-aid Primary regulations insofar as salaries and wages are concerned. These regulations do not require the payment of fringe benefits or any other requirements other than paying the minimum hourly rates as set forth in the contract. These specified hourly rates do not make mention of fringe benefits. Oregon laws follow the same policy and require only payment of the contract specified minimum hourly rates. We could not locate payroll copies on this project, but looked at those for a similar ER project under a different contractor and fringe benefits were not shown in any way.

It is believed that insofar as the Highway Department is concerned the contractor was not required to pay fringe benefits on the above project. The contractor was non-union at the time of this contract, so Mr. Peck would apparently have no recourse. The above has been discussed with Mr. Girvin of the Bureau of Public Roads who agrees that our conclusion is correct. (As a matter of interest, since August 23, 1968 all Federal-aid projects are required to include the fringe benefit provisions, same as Interstate).

A rough draft of a reply to Mr. Simpson is attached.

F. D. Morgan
Construction Engineer

RECEIVED
NOV 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

By John A. Bond
John A. Bond
Construction Administration Engineer

JAB/EAP:fw
Attachment

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : **Mr. Forrest Cooper, State Highway Engineer**
Salem, Oregon

DATE: **November 12, 1968**

In reply refer to: **08-35-DA**

FROM : **R. E. Simpson, Division Engineer**
Salem, Oregon

SUBJECT: **Oregon ER-172(2)**
Petersburg - Fairbanks
Contract No. 6752

We are attaching a statement from Mr. Henry Peck received from our Regional office. We have determined from our records that the project which is referred to is probably ER-172(2), State Contract No. 6752.

Would you please investigate this complaint as Mr. Peck is in need of Health and Welfare benefits. Your expediting an inquiry into this matter will be greatly appreciated.

Enclosure

11-15-68

RECEIVED
NOV 14 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

11-8-65

From February to March 1966 I was employed by Roy Norquest of Sweet Home, Oregon, Prime Contractor, on a project on Fifteen Mile Creek, about 10 miles east of The Dalles, Oregon. I have just recently checked with Health & Welfare Fund concerning my fringe benefits, and have been told that the contractor on the project did not pay the fringe benefits amounting to about 40¢ per hour for the above period. The failure of this contractor to pay fringe benefits due into the Welfare Fund has cost me benefits I have applied for, due to the fact that it has put a break in my eligibility time.

These facts are true to the best of my knowledge.

Henry D. Peck

Henry Peck

296-9038 Phone

Rt. 2, Box 744
The Dalles, Oregon

SS# 519-12-2058

DURING THE ABOVE PERIOD THE JOB CLASIFICATION WAS DOZER AND BLADE OPERATOR.
REBUILD FLOODED OUT ROAD

STATE COPY

Monthly transaction number 3-128, 129	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Wasco
Modification number 1 6752	3-24-67	Project number ER-172(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 14, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 165,224	$ 207,716
Federal funds	$ 104,832.00	$ 131,793.00
Other revisions		

This modification is made for the following reasons:

Revised estimate including Wasco County billing.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of March, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By D. K. Baker

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Admin. Manager
(Division Engineer)

US COMM-DC 26164-P65

Oregon State Highway Department

Federal-Aid
Project No. FR-172(2)

ESTIMATED [illegible] SECTION

OF COUNTY ROAD NO. 309 IN WASCO COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and Wasco County billing)

Salem, Oregon, February 27, 1967

Type Code [illegible]

Preliminary Engineering	All Required		$ 2,000.00

Type Code [illegible]
[illegible] Mile Cr. (Tygh Valley) Bridge (No. 15656A)(Sta. 103+25 to Sta. 110+75)
(Contract No. 6672)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	475 cu.yd.	$10.00	4,750.00
Structural Excavation Below Elevation Shown	40 cu.yd.	20.00	800.00
Furnish 10 BP 42 Steel Piling	300 lin.ft.	5.00	1,500.00
Drive Steel Piles	8 only	110.00	880.00
Splice Steel Piles	2 only	75.00	150.00
Class "A" Concrete (445 cu.yd. @$80.00)	All Required		35,600.00
35' to 40' Type 2 Prestressed Beams	4 only	675.00	2,700.00
40' to 45' Type 2 Prestressed Beams	4 only	675.00	2,700.00
95' to 100' Type 4 Prestressed Beams	4 only	2,500.00	10,000.00
Metal Reinforcement (68,000 lbs.@$0.13)	All Required		8,800.00
8-inch Metal Unperf. Drain Pipe Type "A" Coating	120 lin.ft.	5.00	600.00
	Subtotal		$ 72,[illegible].00
	Engr. & Cont.		7,[illegible].00
			$ 80,163.00

Type Code 2010
Roadway (Sta. 103+50 to Sta. 120+00)(Contract No. 6672)

Clearing and Grubbing	All Required		$ 1,000.00
General Excavation, Unclassified	18,000 cu.yd.	$ 1.40	25,200.00
Toe Trench Excavation, Unclassified	450 cu.yd.	4.00	1,800.00
Finishing Roadbed and Slopes	All Required		500.00
Watering	150 M-gal.	2.00	300.00
Stone Subbase	2,700 cu.yd.	2.30	6,210.00
Loose Riprap	4,720 cu.yd.	2.00	9,440.00

12-inch Culvert Pipe	50 lin.ft.	$3.00	$ 150.00
18-inch Culvert Pipe	80 lin.ft.	4.00	320.00
Guard Rail	470 lin.ft.	2.80	1,316.00
Rail End Pieces	8 only	10.00	80.00
Extra Guard Rail Posts	16 only	6.00	96.00
Type 1 Fence	110 rod	7.00	770.00
	Subtotal		$ 47,182.00
	10% Engr. & Cont.		4,718.00
	Total		$ 51,900.00

Type Code 2010
Petersburg-Fairbanks (MP 0.80 to MP 5.84)(Contract No. 6752)

General Excavation, Unclassified	16,700 cu.yd.	$1.40	$ 23,380.00
Watering	80 M-gal.	4.00	320.00
Stone Subbase	2,800 cu.yd.	1.58	4,424.00
			$ 28,124.00
Flagging (57½% of Contractors Cost)	All Required		$ 200.00
	Subtotal		$ 28,324.00
	Engr. & Cont.		2,832.00
	Total		$ 31,156.00

Type Code 5231
FAS 360, Temporary and Permanent Flood Repair (MP 0.4 to MP 5.9)
Temporary

County Force Equipment, Labor and Materials	All Required	$ 5,572.24
Negotiated Equipment, Labor and Materials	All Required	13,701.65
		$ 19,273.89
Permanent		
Approved County Force Order No. 7	All Required	$ 23,217.79
		$ 42,491.68
	Total	$207,715.68

Length of Structure - - - - - - - - - - - - - 0.034 mile
Length of Roadway - - - - - - - - - - - - - 5.500 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 2,000.00	$ 1,268.00	$ 366.00	$ 366.00
Petersburg Bridge(6682)	80,168.00	50,866.00	14,651.00	14,651.00
Roadway (6682)	51,900.00	32,930.00	9,485.00	9,485.00
Petersburg-Fairbanks(6752)	31,156.00	19,768.00	5,694.00	5,694.00
Temp. & Perm. Repairs by County Forces	42,491.68	26.961.00	7,765.34	7,765.34
Total	$207,715.68	$131,793.00	$37,961.34	$37,961.34

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

STATE

m Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 1-171 1-172

PROJECT REPORT NO. 6752 4

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

1-14-

STATE: Oregon

COUNTY: Wasco

PROJECT NO.: ER-172(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Petersburg-Fairbanks Road Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	4-22-65	5.04
RIGHTS-OF-WAY		
CONSTRUCTION	6-24-65	5.04
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 165,224.	$ 104,832.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Kubo

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer JAN 14 1966

Oregon State Highway Department

Federal Aid
Project No. ER-172(2)

PETERSBURG-FAIRBANKS ROAD SECTION

OF COUNTY FAS ROUTE 369 IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 27, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code YC81
Fifteen Mile Cr. (Petersburg) Bridge (No. 15456A) Sta. 108+95 to Sta. 110+75)
(Contract No. 6682)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	475 cu.yd.	$ 10.00	4,750.00
Structural Excavation Below Elevation Shown	40 cu.yd.	20.00	800.00
Furnish 10 BP 42 Steel Piling	300 lin.ft.	5.00	1,500.00
Drive Steel Piles	8 only	110.00	880.00
Splice Steel Piles	2 only	75.00	150.00
Class "A" Concrete (445 cu.yd.@ $80.00)	All Required		35,000.00
35' to 40' Type 2 Prestressed Beams	4 only	675.00	2,700.00
40' to 45' Type 2 Prestressed Beams	4 only	675.00	2,700.00
95' to 100' Type 4 Prestressed Beams	4 only	2,500.00	10,000.00
Metal Reinforcement (68,000 lbs. @ $0.13)	All Required		8,800.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	120 lin.ft.	5.00	600.00
	Subtotal		$72,880.00
	Engr. & Cont.		7,288.00
	Total		$80,168.00

Type Code 2010
Roadway (Sta. 103+50 to Sta. 120+00) (Contract No. 6682)

Clearing and Grubbing	All Required		$ 1,000.00
General Excavation, Unclassified	18,000 cu.yd.	1.40	25,200.00
Toe Trench Excavation, Unclassified	450 cu.yd.	4.00	1,800.00
Finishing Roadbed and Slopes	All Required		500.00
Watering	150 M-Gal.	2.00	300.00
Stone Subbase	2,700 cu.yd.	2.30	6,210.00
Loose Riprap	4,720 cu.yd.	2.00	9,440.00
12-inch Culvert Pipe	50 lin.ft.	3.00	150.00
18-inch Culvert Pipe	80 lin.ft.	4.00	320.00
Guard Rail	470 lin.ft.	2.80	1,316.00
Rail End Pieces	8 only	10.00	80.00
Extra Guard Rail Posts	16 only	6.00	96.00
Type 1 Fence	110 rod	7.00	770.00
	Subtotal		$47,182.00
	10% Engr. & Cont.		4,718.00
	Total		$51,900.00

Length of Structure - - - - - - - - - - - 0.034 Mile
Length of Roadway - - - - - - - - - - - - 0.273 "
Cost of Roadway Per Mile- - - - - - - - - $288,374.10

Type Code 2010
Petersburg-Fairbanks (M.P. 0.80 to M.P. 5.84)(Contract No. 6752)

General Excavation, Unclassified	16,700 cu.yd.	$ 1.40	$23,380.00
Watering	80 M-Gal.	4.00	320.00
Stone Subbase	2,800 cu.yd.	1.58	4,424.00
			$28,124.00
Flagging (57½ of Contractor's Cost)	All Required		$ 200.00
	Subtotal		$28,324.00
	Engr. and Cont.		2,832.00
	Total		$31,156.00

Length of Contract - - - - - - - - - - - - - - 5.04 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 2,000.00	$ 1,268.00	$ 366.00	$ 366.00
Petersburg Bridge (6682)	80,168.00	50,866.00	14,651.00	14,651.00
Roadway (6682)	51,900.00	32,930.00	9,485.00	9,485.00
Petersburg-Fairbanks (6752)	31,156.00	19,766.00	5,694.00	5,694.00
Subtotal	$165,224.00	$104,832.00	$30,196.00	$30,196.00
Retained in Authorized Fund Status				
Temporary and Permanent	59,776.00	37,868.00	10,954.00	10,954.00
Total	$225,000.00	$142,700.00	$41,150.00	$41,150.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

FORM PR-33A (2) (REV. 4-66)

cc: OSHD (Klaboe)
OSHD (Edward
Region
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FINAL REPORT

NOTED (PPM 20-6.1) ef

REGION NO.	REPORT NO.	COUNTY	DIVISION
8	8 H. S. COX	Wasco	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
3/10/67	Willis Grafe, Area Engineer		ER 172(2)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACTING AGENCY**	**TIME ELAPSED**	**APPROVED EXTENSION(S)**
12/23/65 & 3/9/66	1/25/66 & 7/13/66	95% and 100%	-----
CONTRACT TIME	**LOCATION**		
12/31/65 & 90 days	Petersburg - Fairbanks Road, Wasco County		

RECEIVED
MAR 24 1967
COUNTY ENGINEER
CITY DIVISION

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Other remarks:

PETERSBURG - FAIRBANKS ROAD
Bridge Construction - Contract 6602
Roadway Repair - Contract 6752
County Force Work, Temporary and Permanent

Estimated final contract costs as follows:

Contract 6602	$118,532.62
Contract 6752	25,278.58

County Force Order #7:

Temporary	19,273.89
Permanent	23,217.79

Rental rates used by Wasco County must be supported by accounting records or previously approved.

NOTED
P. B. Arensmeier

Should Copies to Grang Chief Cy Putnam Stratton Ed

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Acceptance of the project is recommended. Willis Grafe WG Area Engineer

Project Accepted 3/10/67 Date

A. W. Parsons Division Engineer

NOTED
H. S. COX

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

369 STATE COPY

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

March 9, 1967

Original signed by
G. R. Brooks
Dist. Engineer

08-35-DA

By: G. R. Brooks
District Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

NOTED
P. B. Arensmeier

RECEIVED
MAR 13 1967
ENGINEER
COUNTY & CITY DIVISION

Oregon Project ER-172(2)
Petersburg - Fairbanks Road Section
FAS - 369
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1966 Statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. County Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of County forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed County resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's February 28, 1967 letter are approved. Established County rental rates must be supported by accounting records, or if not available the alternate rates approved by this office on August 19 and September 23, 1965 may be used. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 5.5 (intermittent) miles of roadway and/or bridges at a total estimated negotiated contract amount of $13,702.00 and County Force Account work amount of $5,572.30. Estimated emergency fund participation is to be at the regular pro rata share, or $12,239.00.

A finding regarding nonincidental permanent repairs on the project by County Forces was previously transmitted on April 1, 1966. We concurred in the contract awards for the Fifteenmile Creek Bridge and the Petersburg-Fairbanks Section on August 17 and December 16, 1965.

NOTED
HAROLD REYNOLDSON

cc:
Region (2) w/ 2 cys agreement
estimate & plans
(PR-37 distributed separately)
OSHD (R S Cox)

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Oregon State Highway Department

Federal-Aid
Project No. ER-172(2)

[redacted]

[redacted]

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and Wasco County billing)

Salem, Oregon, February 27, 1967

[redacted]

Preliminary Engineering	All Required		$ 2,000.00

[redacted]

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	2[illegible] cu.yd.	$10.00	4,750.00
Structural Excavation Below Elevation Shown	40 cu.yd.	20.00	800.00
Furnish 10 BP 42 Steel Piling	300 lin.ft.	5.00	1,500.00
Drive Steel Piles	4 only	110.00	440.00
Splice Steel Piles	2 only	75.00	150.00
Class "A" Concrete (445 cu.yd. @[illegible].00)	All Required		22,000.00
35' to 40' Type 2 Prestressed Beams	4 only	675.00	2,700.00
40' to 45' Type 2 Prestressed Beams	4 only	675.00	2,700.00
95' to 100' Type 4 Prestressed Beams	4 only	2,500.00	10,000.00
Metal Reinforcement (60,000 lbs.@0.13)	All Required		8,000.00
6-inch Metal Unperf. Drain Pipe Type "A" Coating	120 lin.ft.	3.00	[illegible]
	Subtotal		$ 7[illegible]
	Engr. & Cont.		7[illegible]
			$ 80,[illegible]

[redacted]

Clearing and Grubbing	All Required		$ [illegible]
General Excavation, Unclassified	13,[illegible] cu.yd.	$ [illegible]	2[illegible]
Toe Trench Excavation, Unclassified	[illegible] cu.yd.	4.00	[illegible]
Finishing Roadbed and Slopes	[illegible] Sta.		500.00
Watering	[illegible] M.gal.	2.00	500.00
Stone Subbase	2,[illegible] cu.yd.	2.00	6,210.00
Loose Riprap	4,720 cu.yd.	2.00	9,440.00

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COUNTY & CITY DIVISION

12-inch Culvert Pipe	50 lin.ft.	$3.00	$ 150.00
18-inch Culvert Pipe	80 lin.ft.	4.00	320.00
Guard Rail	470 lin.ft.	2.80	1,316.00
Rail End Pieces	8 only	10.00	80.00
Extra Guard Rail Posts	16 only	6.00	96.00
Type 1 Fence	110 rod	7.00	770.00
	Subtotal		$ 47,182.00
	10% Engr. & Cont.		4,718.00
	Total		$ 51,900.00

Item Code 5210
Grading (MP 0.00 to MP 5.84)(Contract No. 6752)

General Excavation, Unclassified	16,700 cu.yd.	$1.40	$ 23,380.00
Watering	80 M-gal.	4.00	320.00
Stone Subbase	2,800 cu.yd.	1.58	4,424.00
			$ 28,124.00
Flagging (57½% of Contractors Cost)	All Required		$ 200.00
	Subtotal		$ 28,324.00
	Engr. & Cont.		2,832.00
	Total		$ 31,156.00

Item Code 5221
Emergency and Permanent Flood Repair (MP 0.4 to MP 5.9)
Emergency

County Force Equipment, Labor and Materials	All Required		$ 5,572.24
Negotiated Equipment, Labor and Materials	All Required		13,701.65
			$ 19,273.89
Permanent			
Approved County Force Order No. 7	All Required		$ 23,217.79
			$ 42,491.68
	Total		$207,715.68

Length of Structure- - - - - - - - - - - - - 0.034 mile
Length of Roadway - - - - - - - - - - - - - 5.500 miles (intermittent)

SUMMARY OF ITEMS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 2,000.00	$ 1,268.00	$ 366.00	$ 366.00
Petersburg Bridge(6682)	80,168.00	50,866.00	14,651.00	14,651.00
Roadway (6682)	51,900.00	32,930.00	9,485.00	9,485.00
Petersburg-Fairbanks(6752)	31,156.00	19,768.00	5,694.00	5,694.00
Temp. & Perm. Repairs by County Forces	42,491.68	26,961.00	7,765.34	7,765.34
Total	$207,715.68	$131,793.00	$37,961.34	$37,961.34

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

P. O. BOX 577
PHONE: (503) 296-4656

Wasco County

COUNTY COURT
THE DALLES, OREGON 97058

JAMES A. HUNT
JUDGE

O. W. KORTGE
COMMISSIONER

WALTER CARTE
COMMISSIONER

NOTED
RICHARD UNREIN

February 1, 1967

ER 172(2)
FAS 369
Wasco

NOTED
H. S. COX

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Dept.
Salem, Oregon 97310

NOTED
P. B. Arensmeier

Attn: Harold Reynoldson
Planning Engineer

Dear Mr. Cox:

This letter will be your notification that the rearrangement of the cost summary in regard to ER 172(2) FAS 369, 15-Mile Petersburg Section is acceptable to Wasco County.

I wish to thank you for bringing this error to our attention.

If I can be of any more assistance in this matter, please feel free to contact this office at any time.

Very truly yours,

WASCO COUNTY ROAD DEPARTMENT

Rex Kniesteadt

Rex Kniesteadt, Supt.

RK/gc

Copy to Dick Reinhard 2/2/67

RECEIVED
FEB 2 - 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
DON HARWELL

NOTED
RICHARD UNREIN

NOTED
H. S. COX

January 25, 1967

Mr. Rex Kniestedt
County Roadmaster
Courthouse
The Dalles, Oregon

ER 172(2) FAS 369
15 mile-Petersburg to Fairbanks
Wasco County

Dear Mr. Kniestedt:

Attached is a copy of a letter from Duane Ridings which refers to rearrangement of the same items on the cost summary of subject project. Also attached is a copy of the newly arranged cost summary. This rearrangement was necessary because of the date of the approval of the force order on the project. When these items are under temporary work they are eligible for re-emburesment. If this change is acceptable would you please send us a letter confirming same.

These cost summary sheets were very well prepared except for this one minor item.

Very truly yours,

H. S. Cox
County and City Engineer

By NOTED
HAROLD
REYNOLDSON

Harold Reynoldsen
Planning Engineer

HRim
Att.

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

RECEIVED
JAN 23 1967
ENGINEER
& CITY DIVISION

COST SUMMARY

F. A. Project No. ER-172(2), County Wasco

FAS Route No. 369 - 15 Mile - Petersburg to Fairbanks Date October 17, 1966

Warrant or Voucher No.	Brief Description	Costs	
	Temporary Work		
	Building & installing footbridge, remove debris and old bridge from channel, blasting and removing rock from road and filling washouts:		
	County Payroll - 12/64, 1/65, 4/65, 5/65 and 7/65	$ 824.39	
	* County Equipment with operators:	8,400.50	
	* County Equipment with Operators:	957.00	
	** 953 Cys. Pit Run @ 5¢ Yd. from Co. Stockpile	47.65	
	** 848 Cys. Pit Run & Pea Gravel @ 5¢ Yd.	42.40	
	** 120 Cys. 1½" Crushed Rock @ $2.50 Yd.	300.00	
	* Contract Work	13,409.99	
	* Materials & Supplies	291.66	
			$19,273.89
	Permanent Work		
	Preparing Road & Paving:		
	County Payroll - 6/66 & 7/66	$ 1,308.04	
	* County Equipment with Operators	10,278.00	
	** Supplies & materials:		
	30,895 Gal. Oil @ 15¢ Gal.	4,634.25	
	2,799 Cys. Crushed Rock @ $2.50 Yd.	6,997.50	
			$23,217.79
			$42,491.68

* See Attached List.
** From County Stockpiles

RECEIVED
JAN 17 1967
ENGINEER
COUNTY & CITY DIVISION

COST SUMMARY

F. A. Project No. _____ County Wasco

FAS Route No. 369 - 15 Mile - Petersburg to Fairbanks Date October 17, 1966

Warrant or Voucher No.	Brief Description	Costs	
	Temporary Work		
	Building & installing footbridge, remove debris and old bridge from channel, blasting and removing rock from road and filling washouts:		
	County Payroll - 12/64, 1/65, 4/65 and 5/65	824.69	
	* County Equipment with operators:	3,400.50	
	** 953 Cys. Pit Run @ 5¢ Yd. from Co. Stockpile	47.65	
	* Contract Work	13,409.99	
	* Materials & Supplies	291.66	
			17,974.49
	Permanent Work		
	A. Rocking, Filling Washouts:		
	County Payroll - 7/65	-----	
	* County Equipment with Operators	849.00	
	** 848 Cys. Pit Run & Pea Gravel @ 5¢ Yd.	42.40	
	** 120 Cys. 1½" Crushed Rock @ $ 2.50 Yd.	300.00	
			1,191.40
	B. Preparing Road & Paving:		
	County Payroll - 6/66 & 7/66	1,308.04	
	* County Equipment with Operators	10,278.00	
	* * Supplies & materials:		
	30,895 Gal. Oil @ 15¢ Gal.	4,634.25	
	2,799 Cys. Crushed Rock @ $ 2.50 Yd.	5,997.50	
			23,217.79
			$ 42,383.68

* See Attached List.
** From County Stockpiles

Wasco County Road Department

1601 S. W. CHENOWITH ROAD, ROUTE 3
THE DALLES, OREGON
TELEPHONE CY 6-5491

CO[illegible]: FAC Route 369 - Petersburg to Fairbanks SUPPLEMENT

Equipment with Operators:

Temporary Work:

65 Hrs. Motor Crane @ 17.50	1,137.50
8 Hrs. D-6 @ 12.00	96.00
12 Hrs. 20 T. Lowboy @ 12.00	144.00
4½ Hrs. Diesel Lowboy @ 14.00	63.00
34 Hrs. Motor Grader @ 12.00	408.00
25 Hrs. D7 @ 20.00	500.00
24 Hrs. 955 Cat. @ 11.00	264.00
8 Hrs. Tractor @ 5.00 Hr.	40.00
9 Hrs. 966 Cat. @ 20.00	180.00
2 Hrs. D4 @ 11.00	22.00
84 Hrs. Dump Trucks @ 6.50	546.00
	$ 3,400.50

Supplies & Materials:

The Dalles Iron Works	10.50
Dielschneiders	51.75
Mauser Lumber Co.	25.76
Co-op Oil & Supply	13.15
Dalles Concrete Products	190.50
	$ 291.66

Contract Work:

Card Fulton	100.00
Jim Ellett	6,621.74
Sauters	26.00
D. R. Montgomery	2,941.25
Luda Roush	475.00
Jim Ellett	3,246.00
	$ 13,409.99

A. 4½ Hrs. Diesel Lowboy @ 14.00 147.00
24 Hrs. Motor Grader @ 12.00 216.00
~~[illegible]~~
9 Hrs. End Dumps @ 12.00 108.00
27 Hrs. Double Belly Dumps @ 14.00 378.00
$ 849.00

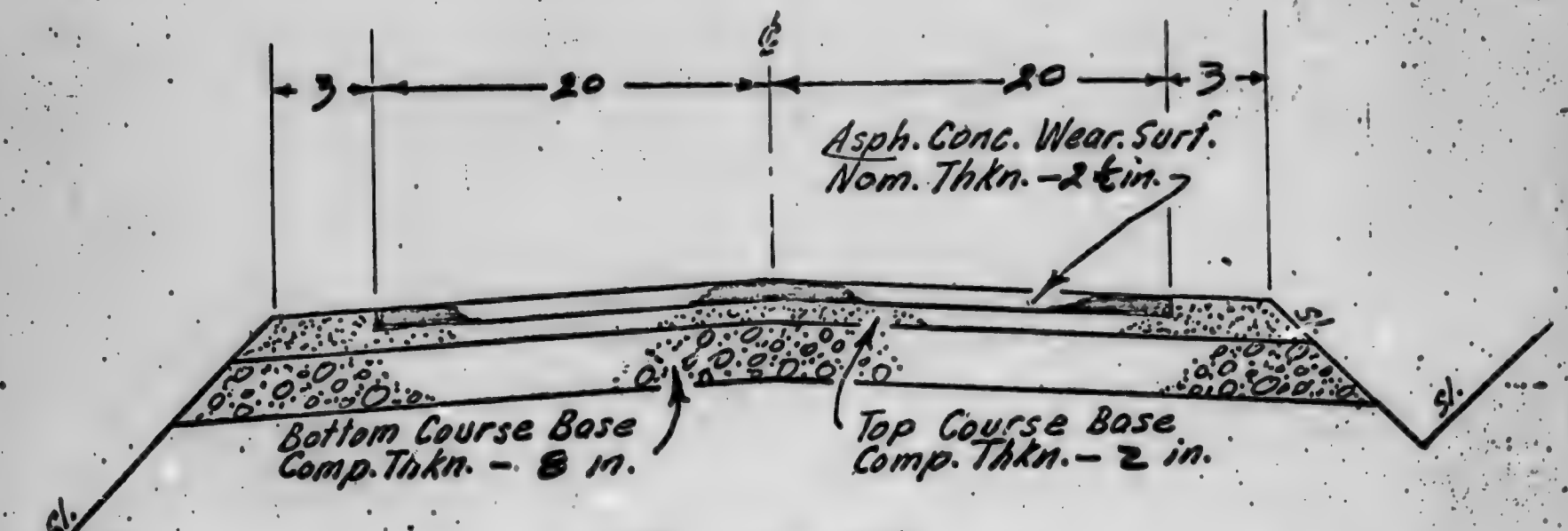
B. Preparing Road & Paving:

145 Hrs. Motor Grader @ 12.00	1,740.00
47 Hrs. 966 Cat. @ 20.00	940.00
312 Hrs. Dump Trucks @ 6.50	2,028.00
31½ Hrs. End Dumps @ 12.00	378.00
89 Hrs. Double Belly Dumps @ 14.00	1,246.00
45 Hrs. Roller @ 5.00	225.00
36½ Hrs. Tar Pot @ 5.00	182.50
70½ Hrs. Water Truck @ 10.00	705.00
17 Hrs. Broom @ 6.50	110.50
79½ Hrs. 10 T Roller @ 8.00	636.00
53½ Hrs. Flaherty Rock Spreader @ 10.00	535.00
67½ Hrs. Distributor @ 12.00	810.00
27½ Hrs. Oil Tanker @ 6.00	165.00
35 Hrs. 944 Cat. @ 14.00	490.00
14½ Hrs. Small Water Truck @ 6.00	87.00
	$ 10,278.00

15,450 Gal. 200/300 Oil @ 15¢	2,317.50
14,945 Gal RC 250 Oil @ 15¢	2,241.75
500 Gal. MC 3000 Oil @ 15¢	75.00
	$ 4,634.25

2141 Yds. ¾-½ Rock @ 2.50 Yd.	5,352.50
658 Yds. ½-¼ Rock @ 2.50 Yd.	1,645.00
	$ 6,997.50

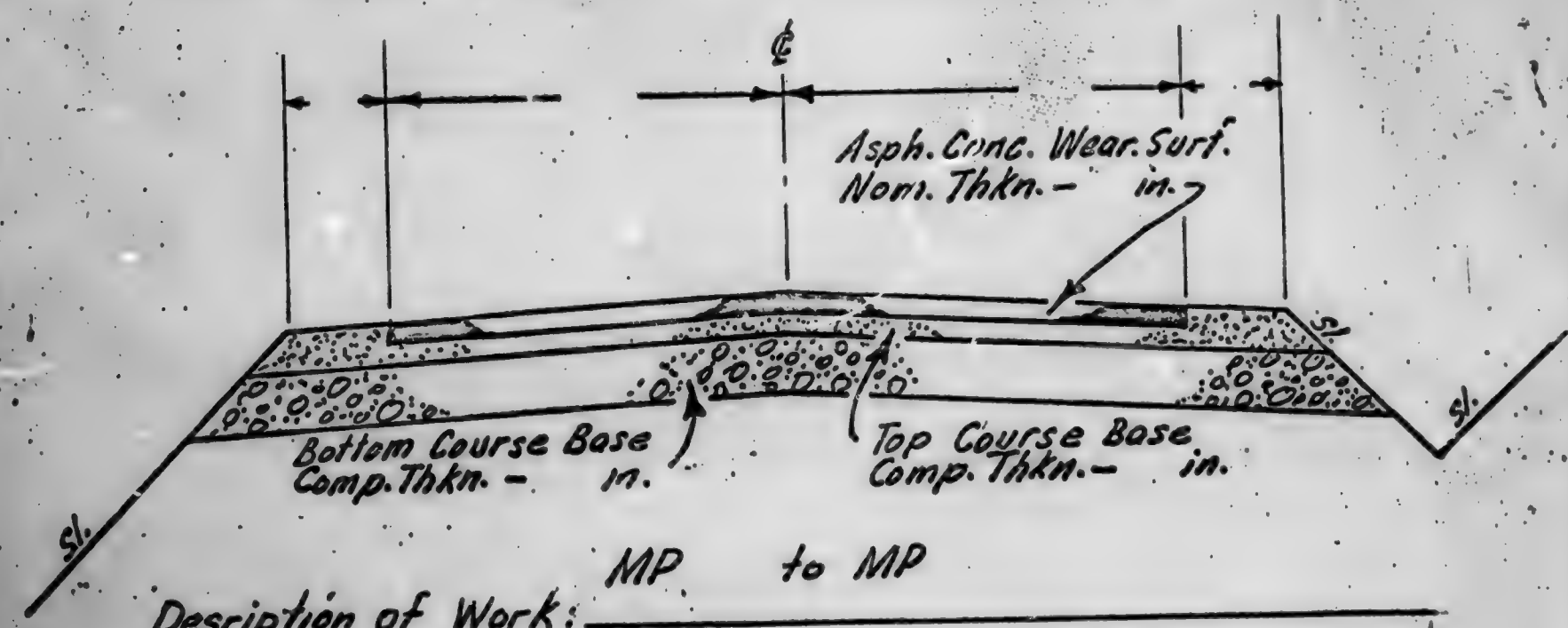
Wasco COUNTY
FAS 369
ER 172(1)
TYPICAL SECTIONS



MP to MP

Description of Work: Base on approaches to bridge based by contractor on state contract. Entire length received a seal coat of asphalt over patched area

Completion Date:



MP to MP

Description of Work:

Completion Date:

RECEIVED
JUL 15 1966
FOR FILING

EK-172(3)

6752

July 14, 1966

United Pacific Insurance Company
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

Gentlemen:

Contract No. 6752 awarded to Roy Norquist for grading and stone base on the Petersburg-Fairbanks Section of the FAS 369 in Wasco County was completed on March 9, 1966, and accepted by the Highway Commission on July 13, 1966.

Final payment in the amount of $[illegible],874.78 will be released to the contractor after July 21, 1966. The total contract amount is $28,302.02 including $1,010.44 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

EO

cc: Mr. Roy Norquist
1327 "L" Street
Sweet Home, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 15 1966
FOR FILING

ER-172 (2)

6752

July 14, 1966

United Pacific Insurance Company
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

Gentlemen:

A post-final payment for $35.78 will be made to Roy Norquist on Contract No. 6752 for grading and stone base on the Petersburg-Fairbanks Section of the FAS 369 in Wasco County, as soon as the warrant is prepared.

The total amount paid on this contract will be $28,337.80, including the post-final payment. Of the total $1,046.22 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Mr. Roy Norquist
1327 "L" Street
Sweet Home, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
JUL 14 1966
FOR FILING
EA-172 (2)
6152

July 13, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed March 9, 1966, on Contract No. 6752. The contract was with Ray Norquist Mfd was for grading and stone base on the Petersburg-Fairbanks Section on the FAS 349 Highway in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective on this date.

This matter will be on the agenda for confirmation at the July 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. E. Morgan
C. H. Maison
J. F. Putnam

bg

533-1096

P. O. BOX 577
PHONE: (503) 296-4656

Wasco County

COUNTY COURT
THE DALLES, OREGON 97058

JAMES A. HUNT
JUDGE
O. W. KORTGE
COMMISSIONER
WALTER CARTE
COMMISSIONER

RECEIVED
DIVISION IV BEND
MAY 11 1966
Acknowledged
Answer

May 10, 1966

Contract #6752

ER-172 (2)
FAS 369

NOTED
P. B. Alexander

NOTED
H. S. COX

NOTED
H PRANGE

Mr. James F. Putnam
District 4, Division Engineer
P. O. Box 1249
Bend, Oregon

Dear Jim:

On Friday, May 6, 1966, Lowell Stratton and I discussed by phone the situation in regard to the Lower 15-Mile construction which was completed approximately one and a half months ago. The County declined to accept the construction as satisfactory at the time of completion due to a mistake made by your Resident Engineer in filling too far out in the Creek and was also the fault of our Engineer in allowing the work to be completed in this manner.

The Court has reviewed this situation and discussed the matter with the property owner involved. We have informed her that this fall the County will be [illegible] altering the course of the creek by cutting off the corner and causing the water to hit at a point further downstream. If we find it is necessary a small amount of the riprap will be removed at the time the corner is removed.

NOTED
HAROLD REYNOLDSON

The Court feels that with the above change the construction work will be satisfactory as completed. If you have any questions or comments in regard to this, I would appreciate hearing from you.

RECEIVED
MAY 16 1966
ENGINEER
COUNTY & CITY DIVISION

Very truly yours,

WASCO COUNTY COURT

James A. Hunt
County Judge

JAH/gc

NOTED
RICHARD UNREIN

NOTED
V R [illegible]

NOTED
DON HARWELL

(FHD (Kansas)

ER

Wash Co

...ENT OF COMMERCE
...OF PUBLIC ROADS

RC:pac

State

Project No.

72(2)

...with completion ... Est. compl. end of month

...recommendations

...d accepted by the State

...ve date and found t...

...ad was put accepted for use as of the ...

...ng ... on ... of the ...

...on ... on Aug 23, 1966,

...ere ... no further problem exists.

... this ... project was the Fifteenmile ... bridge ... which was inspected on January 4, ...

... No. 6(2) ... the lengthening and protection of the ..., this ... has been completed at an estimated cost ... of ...3,270.56 ... compared to contract cost of $20,124. Virtually ... the difference ... is the fact that the estimated ... excavation of 23,200 yard only turned out to be 20,760. In addition

(more)

RECEIVED
JUN 15 1966
ENGINEER
COUNTY & CITY DIVISION

to this, the water item was completely eliminated since the work was done in the winter.

No materials were purchased for the project and the character of work, placing the material alongside the grading slopes and the creek, does not lend itself to measurements and no attempt was made to take any.

Work has been completed in satisfactory conformance with the governing plans and specifications and the records show that satisfactory controls have been effected.

RECEIVED
APR 7 - 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-172(2)

TO : Mr. Forrest Cooper, State Highway Engineer
6752 Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: April 1, 1966

In reply refer to: 08-35-DA

SUBJECT: Oregon Project ER-172(2)
Petersburg-Fairbanks Road, Wasco County
County Force Order No. 7

Mr. Young's letter of March 30, 1966 furnished copies of subject county force order covering shaping, surfacing, installing culvert and oiling of intermittent section, subject project. This letter confirms our March 28, 1966 tentative oral advance approval of the proposed work.

We have approved the use of county force account procedures in accordance with PPM 21-6.2 by use of labor, material and equipment furnished by and under the direct control of the county for the reasons outlined in Mr. Young's letter and in the amount of 25,000 with Federal participation of $15,000.

County equipment rental rates will be according to a schedule that has not been previously approved by this office for use on force account work and must be supported by county records.

REFERRED TO
By Asst. State Hwy. Engr.
4-7-66

RECEIVED
APR 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. 7

F. A. Project No. ER-172(2) Date March 4, 19 66

Highway FAS 369

County Wasco Prefix _____ Account No. _____

Description of Work To Be Done:

Shape roadway, establish and shape ditchline, furnish and place leveling course, and install culverts.

O-11 oil mat - intermittent areas on 5 mile section.

Estimate of Quantities and Costs:

Labor	$ 6,494.00
Equipment	5,336.00
Materials	13,170.00
	$25,000.00

Explanation:

County forces are equipped for repairing these short sections of work and have crushed rock from County plant.

RECEIVED
MAR 29 1966
OFFICE ENGINEERING
DIVISION

Submitted by: Clifford Light Approved: R. H. Cox

ORDER FOR FORCE WORK

PERFORMED BY COUNTY FORCES

Order No. 9

F. A. Project No. ER-172(2) Item 122 Date Oct. 15, 1965

Highway EAS. No. 369 Petersburg Fairbanks Co. Rd.

County Wasco Prefix Account No.

Description of Work To Be Done: M. P. 3.4

Move 15 Mile Creek Channel From Roadway where Endangers New Fill & Roadway & Prepare For Rip Rap. Remone Old Concrete Dam which Forces Water Into New Fill & Roadway.

Estimate of Quantities and Costs:

Equipment -- Established Rates Includes Operator..... $1280.00

Explanation:

County Forces are better equipped for this repair work due to short isolated section needing this repair.

Submitted by: [illegible] Ass't Co Judge

Approved: [illegible]

Included in C.F.O. 7

RECEIVED
OCT 18 1965
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
MAR 31 1966
FOR FILE

ER-172(2)

6752

March 30, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for County Force Work No. 7 covering permanent flood restoration work on the Petersburg-Fairbanks (PAS 369) Road in Wasco County in connection with Emergency Relief Project No. ER-172(2).

The work consists of permanent flood restoration work involving shaping roadway, shaping ditches, furnishing and placing leveling course, installing culverts, and construction O-11 oil mat on an intermittent 5-mile section. The grading work was done by contract. The County Forces are equipped for repairing these short sections of work and have crushed rock from County plant. This method of completing flood repair work, utilizing county forces, was approved in the initial program.

The estimated cost of work is $25,000.00, with Federal participating of $15,000.00.

This work was tentatively recommended for approval by B.P.R. Area Engineer and field authorized to proceed March 28, 1966. Your approval under the provisions of PPM 21-6.3 as of that date and on an actual cost basis is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

KMR:ar

cc: R. N. Chase
H. S. Cox

Contract No. — Section FAS .369 Petersburg-Fairbanks FA No. ER-172(2) ER

Type Order CEC No. 7 Amount $ 25,666.60 Funds in Project Author. $ _____

Status of Total Project Authorization: Over _____ % $ _____ Under _____ % $ _____

Explanation (why) and Comments Permanent flood restoration work involving shaping roadway, shaping ditches, furnish and place local course, install culverts and construct C-11 oil mat on intermittent areas of 5 mile section. Grading work done by contract. This method of completing flood repair work utilizing County Forces was approved in initial program.

Price Checked by Cost Analyst — Discussed Ass't. Constr. Engr. —

Discussed B.P.R. March 28 1966 by Swan

Action Recommended B.P.R. Tentative approval By Grafe

Authorized to proceed due to emergency or unusual conditions: YES 3-28-66 NO _____

cc: Bureau of Public Roads

RECEIVED
MAR 29 1966
ENGINEER
COUNTY & CITY DIVISION

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. 7

F. A. Project No. ER-172(2) Date March 4, 19 66

Highway FAS 369

County Wasco Prefix _____ Account No. _____

Description of Work To Be Done:

Shape roadway, establish and shape ditchline, furnish and place leveling course, and install culverts.

O-11 oil mat - intermittent areas on 5 mile section.

Estimate of Quantities and Costs:

Labor	$ 6,494.00
Equipment	5,336.00
Materials	13,170.00
	$25,000.00

Explanation:

County forces are equipped for repairing these short sections of work and have crushed rock from County plant.

Submitted by: Clifford Light Approved: H. E. Cox

E.R. PROJECT FAS-369

WASCO COUNTY

FAS SYSTEM

Scale 0 2 4 Mi. April 1964

LEGEND

- FAP Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

KLICKITAT COUNTY, WASH.

HOOD RIVER COUNTY

CLACKAMAS COUNTY

MARION COUNTY

JEFFERSON COUNTY

SHERMAN COUNTY

GILLIAM COUNTY

WHEELER COUNTY

I-80N To Hood River FAP-1

COLUMBIA RIVER

Mosier

Mosier Creek

505

The Dalles

695

Chenoweth

309

Mill Cr.

363

314

365

Fair Peterburg

588

FAP-1

Fivemile Creek

Eightmile Creek

Boyd

713

Dufur

709

710

707

Ramsey Creek

Fifteenmile Creek

Larch

Jordan

Cr.

FAR 4

Friend

565

Dry Creek

706

Badger Cr.

Dry

307

Shearers Bridge To Grass Valley

Tygh Valley

Wamic

Threemile Creek

Rock Creek

Wapinitia Pass

Clear Cr.

FAP-24

311

712

Maupin

312

Buck Hollow Creek

Bakeoven

Bakeoven Cr.

Deer Cr.

Bear Springs

WHITE RIVER

711

FAP 24

Wapinitia

Wapinitia Cr.

Pollock Gulch

712

Mena

RESERVATION BDRY

Coyote Creek

FAP 44

Beaver Cr.

WARM SPRINGS RIVER

Simnasho

DESCHUTES RIVER

Shaniko

FAP-12

908

Antelope

309

704

Antelope Creek

South Junction

FAP-4

Trout Cr.

To Fossil

JOHN DAY RIVER

8½ 9 10 11 12 13 14 15 16 17 18 19

21

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Petersburg-Fairbanks		WEEK ENDING: March 25, 1966
		SECTION PREFIX: 533-1096
HIGHWAY: FAS 369		COUNTY: Wasco
NAME OF JOB: Petersburg-Fairbanks	KIND OF WORK: Grading and Stone Base	
CONTRACTOR: Roy Herquist	CONTRACT NUMBER: 6752	FEDERAL AID PROJECT NUMBER: ER-172(2)
DATE OF CONTRACT: December 12, 1965	DATE WORK STARTED: January 3, 1966	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 90	CALENDAR DAYS USED: 66
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 73
PROJECT AUTHORIZATION: $ 31,864.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: Completed
EXCLUSIVE OF ENGINEERING: $ 29,598.50	ENGINEERING AUTHORIZATION: $ 2,265.92	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Completed
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 28,336.59	ENGINEERING COST TO DATE: $ 2,760.00	DATE PROJECT WAS COMPLETED: March 9, 1966
ESTIMATED PERCENT: OVERRUN / UNDERRUN: ____ %	PERCENT OF AUTHORIZATION: 122 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
		100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.97	5.04			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.97	5.04			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	16,700	2,800			
TOTAL QUANTITIES CORRECTED TO DATE	16,756	2,898			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	16,756	2,898			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Partly cloudy			
TUESDAY	Partly cloudy			
WEDNESDAY	Clear			
THURSDAY	Clear			
FRIDAY	Clear			
SATURDAY				

Routing

RECEIVED
MAR 1966
HIGHWAY COMMISSION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate sent to Bend on March 25, 1966

Have not received Flagging Bills, PR-47 or Wage Certification.
Will forward as soon as received.

FINAL REPORT

SIGNED Lowell M. Stotler LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
JUN 7 1966
COMMISSIONER
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. [illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Ep-172(2)

6752

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 14, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on March 9, 1966, on Contract No. 6752, Petersburg-Fairbanks Section, in Wasco County, in connection with Federal-Aid Project No. ER-172(2).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F B KLAGE

Bureau of Public Roads
Oregon Division Office Endorsement Date: 5-27-66

Conditions noted on above date:

Work has now been accepted by Wasco County and the Bureau of Public Roads.

RECEIVED
JUN 6 1966
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

By: G. R. Brooks
G. R. Brooks
District Engineer

RECEIVED
JAN 6 1966

Form CD-121 (11-63) (Prea. by A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

EK-172(2)
6752

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 4, 1966

In reply refer to: 08-35-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-172(2)
Petersburg - Fairbanks Section
Grading and Stone Base

As requested in Mr. Young's letter of December 23, advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of December 16 in the award of contract no. 6752 to Roy Norquist Company, Sweet Home, Oregon, low bidder in the amount of $28,124.00 at the December 10 bid opening.

REFERRED TO
Young
By Asst. State Hwy. Engr.
1-5-66

RECEIVED
JAN 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. R. KLARE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

$ 752.

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 86565

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-20-65	CC 984		533-1096-297

Wasco County Court
Courthouse
The Dalles, Oregon

Attention: County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			6,400.00
Partial transfer of advance deposit for the Pottersburg-Fairbanks Section 1f FAS 369. Covered by agreement dated April 20, 1965.			3,400.00
To be retained			3,000.00

Copy in
v 8 2

RECEIVED
DEC 21 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

ACKNOWLEDGMENT OF BILLING REQUEST

NOTED
V R [illegible]

Cash Received with Request: $.....

By .....

Form A-66—324—4-66

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Wasco County
c/o County Court
The Dalles, Oregon

This Space for Use of Accounting Division

Date September 19, 1966

Invoice No. State Treasurer's Receipt No. 15246

P. O. No.
SP-30131-734

Voucher No. 6-Final

Project No. ER-172(2)

Reimbursement for cost of repairing County FAS Route #369 damaged in the 1964-65 floods.

County cost as per statement	$42,491.68	
Less ineligible cost deducted by BPR	2,942.69	
Total Participating Cost	$39,548.99	$25,113.62
Federal reimbursement claimed at 63.50%		7,383.40
State Highway participation at 29.4% of Federal amount		$32,497.02
Total County reimbursement		26,186.24
Less previous amount paid on invoice dated 8-14-67		$ 6,310.78
Balance due County		

9546-597 (64) $4,876.96
933-4790-190 (64) $1,433.82

ORIGINAL SIGNED BY
C. H. MAISON

C. H. Maison, Controller

FORM E-123

COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD

FRED W. HILL, MEMBER
PENDLETON

THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 23, 1968

Wasco County
c/o County Court
Courthouse
The Dalles, Oregon 97058

Gentlemen:

Re: County's costs which were disallowed by Bureau of Public Roads audit

An audit of the County's costs records for Federal-aid Project Nos. ER-172(2) and ER-172(3) was conducted by the Bureau of Public Roads. The audit disclosed costs which did not conform with Bureau of Public Roads eligibility requirements.

The deficiencies were discussed with appropriate County personnel at the time of the audit, and it was agreed that the costs should be disallowed.

Attached please find a copy of the Bureau of Public Roads audit findings.

Very truly yours,

C. H. Maison
Controller

CHMPH:bg
Attachment

CC: L. H. Young
John Herr

Form A-65—10M—12-66

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

This Space for Use of Accounting Division

Date August 14, 1967

Invoice No. State Treasurer

Receipt #1482

SP*23799-734

Wasco County
c/o County Court
The Dalles, Oregon

Voucher No. 5 - Progress, Project No. EM-172(2)

Reimbursement for cost of repairing County FAS Route #369 damaged in the 1964-65 floods.

County costs as per statement	$12,491.68	
Federal Reimbursement claimed at 63.50%		$26,982.22
Retained for Final Audit 25%		(6,745.56)
Federal Reimbursement		$20,236.66
State Highway participation at 29.45 of Federal Amount		5,949.58
Total Due County		$26,186.24

9566-597 (54) $20,236.66
533-4790-190 (64) $ 5,949.58

C. H. Maison

C. H. Maison, Controller

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

RECEIVED
DEC 27 1965
FOR FILING
ER-172 (2)
6752

December 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of December 13, 1965, is requested in the award of contract for the Petersburg-Fairbanks Section, Project No. ER-172(2).

The contractor receiving the award is Roy Norquist of Sweet Home in the amount of $ 8,124.00 with the Contract No. 6752 assigned. This bid was received on December 10, 1965 and awarded December 16, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ed

NOTED
NOWARD UNREIN

NOTED
R. H. PRANGE

Salem, Oregon
December 16, 1965

Mr. L. M. Young

O F F I C E

Badger Creek-Chenoweth Creek Section
FAS 365, Wasco County ER&FAS-C
&
Petersburg-Fairbanks Section
FAS 369, Wasco County } ER

file

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

We have received Wasco County's check for $47,800 which is the required amount of the advance deposit for the above two projects. They are now clear for award.

V. R. Jones, Planning Engineer
County and City Division

VRJ:mm

cc: Ivan Merchant

NOTED
H. S. COX

NOTED
R. R. JONES

RECEIVED
MAR 2 - 1966
FOR FILING

December 14, 1965

Mr. Ray Norquist
1327 "L" Street
Sweet Home, Oregon

Dear Mr. Norquist:

The State Highway Commission on December 14, 1965, accepted your proposal for intermittent grading and stone base on the Peterburg-Fairbanks Section of Fas 369 in Wasco County for the sum of $20,124.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6754.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jp

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

RECEIVED
DEC 15 1965
FOR FILING
EA-193(2)
4752.

December 14, 1965

Mr. Roy Norquist
1327 "L" Street
Sweet Home, Oregon

Dear Mr. Norquist:

The State Highway Commission on December 14, 1965, accepted your bid in the amount of $28,124.00 for intermittent grading and stone base on the Petersburg-Fairbanks Section of FAS 369 in Wasco County, which was the low bid received for that job on December 10, 1965.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

NOTED
H. S. COX

December 13, 1965

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Wasco County Court
Courthouse
The Dalles, Oregon

Gentlemen:

On December 10, a satisfactory bid was received from Roy Norquist of Sweet Home for constructing the Petersburg-Fairbanks Section of FAS 369. As per the agreement between the State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$28,124.00
Flegging	200.00
12-1/2% Engineering & Contingencies	3,540.50
Estimated Total Cost.....	$31,864.50

County Advance Deposit:
20% of $31,864.50 = $6,372.90 or say $ 6,400.00

Please make this advance deposit in the amount of $6,400 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

RECEIVED
DEC 16 1965
...FILING
ER-172(2)
"
6752

MISC. CONTRACTS and
AGREEMENTS No. 2933

December 13, 1965

ER 172 (2)

Wasco County Court
Courthouse
The Dalles, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of a Finance-Construction Agreement covering the Petersburg-Fairbanks Section of FAS 369 in Wasco County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

12/14/65 Letting

November 18, 1965
(date)

Wasco County Court
Courthouse
The Dalles, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 369

Section Petersburg-Fairbanks Section, ER-172(2): Riprap & Grading

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

11/18/65
(date)

By James A. Hunt

By O. W. Kaster
Commissioner

By Walter Carle
Commissioner

RECEIVED
NOV 22 1965
ENGINEER
COUNTY & CITY DIVISION

Copy to Office Engineer

RECEIVED
NOV 24 1965

Form CD-121 (J1-63) (Prts. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER 172(2)

TO : Mr. Forrest Cooper, State Highway Engineer
(7-1-2) Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 18, 1965

In reply refer to: 08-35.2-DA

SUBJECT: Oregon Project ER-172(2)
Petersburg-Fairbanks Section
Grading and Stone Base

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no participating utility adjustments involved, as indicated in Mr. Moehring's and Mr. Litchfield's November 16, 1965 reports.

You are authorized to proceed with contractor's flagging included in your estimate in the amount of $200.

Mr. Young's November 17, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest. Noncurrence by other appropriate public recreational or historical resources authorities has not been received. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

Attachment

REFERRED TO
Young w/enc.
By ASST. STATE HWY. ENGR.

copies to Litchfield Moehring 11-23-65

RECEIVED
NOV 23 1965

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 17 1965

Klaboe

FOR FILING

EK-172(2)

67[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 16, 1965

To: Mr. L. H. Young
Office Engineer

SUBJECT: Right of Way Status
Petersburg-Fairbanks Section
Wasco County
FAS 369

OFFICE ENGINEERING

A Right of Way Certificate has been received from Wasco County, stating that all right of way has been acquired on this section and, therefore, the contractor may enter for construction at any time.

Relocation advisory assistance would have been offered if required.

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

DHM:JP
cc: F. B. Klaboe
G. E. Rohde
C. H. Maison
M. R. Mitchell

RECEIVED
NOV 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
H. S. COX

Oregon State Highway Commission
State Highway Building
Salem, Oregon

11-8-65

Attention: County and City Relations Division

Subject: Federal Aid Project No. ER-172(2)

Highway No. FAS 369

Project Name Petersburg-Fairbanks Section

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at Dalles City, Oregon, this 8th day of November, 1965.

Wasco County Court

James A. Hunt
Judge

O. W. Hartz
Commissioner

Commissioner

RECEIVED
NOV 9 - 1965
ENGINEER
COUNTY & CITY DIVISION

*NOTE: Certify either paragraph 2 or 3.

file fas 369

STATUS OF ER FUNDS — September 16, 1965

WASCO COUNTY

APPROVED PROGRAM REQUESTS — 407.000

Copy 6682

County expenditures to August 31. 369	$168,675
County Force Order No. 7 (Not yet Approved), FAS ~~639~~.	40,000
Fifteenmile Creek Bridge Section, FAS ~~639~~ 369 Contract Authorization.	135,070
Est. Petersburg-Fairbanks Section, Proposed Contract, FAS ~~639.~~ 369	80,000
Chenowith Creek Bridge, Proposed Contract, FAS 365.	50,000
Willowdale-Antelope Creek Section, Proposed Contract, FAS 704.	342,500
	$816,245

VRJ:mm

RECEIVED
SEP 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FR-172(2)
672

Commissioners
Wayne E. Phillips, Baker
Chairman
Taillant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

September 8, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of August 27, 1965 which enclosed plan title sheets for two projects:

Petersburg-Fairbanks Section, FAS 369, Wasco County.

Willow Creek Section, Columbia River Highway, Gilliam County.

We concur with the comments of the Oregon Fish Commission, in their letter of September 2, 1965.

We appreciate the opportunity to present our views.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

RECEIVED
SEP 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:dm

9/9/65
Copies to:
F. B. Klaboe
L. H. Young
T. C. Roake
Frank Hall (2)
J. E. Morelock
J. F. Putnam (2)
A. F. Parson (2)

fp

Routing
Morgan
Dockor
Bond
Barbee
Walker
Glenn
Swen
Peaso
Morelock
Trout
Scott
Wills
Litchfield
Olson
RECEIVED
SEP 9 1965
CONSTRUCTION
DIVISION

RECEIVED
SEP 7 - 1965
FOR FILING

COMMISSIONERS:
[illegible], CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

ER-172 (2)

6752

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

Routing
Morgan
Decker
Bond
Barboo
Walker
Glenn
Swan
Price
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 3 1965
CONSTRUCTION
DIVISION

September 2, 1965

Mr. Forrest Cooper
Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following listed highway projects transmitted to us by your letter dated August 27, 1965 have been reviewed:

Petersburg-Fairbanks Section, FAS 369, Wasco County.

Willow Creek Section, Columbia River Highway, Gillam County.

Fifteen-Mile Creek is located adjacent to FAS 369 and has a substantial run of anadromous fish, hence fish passage must be maintained. The usual precautions should be taken against depositing silt or foreign material in the stream.

There is no known run of anadromous fish in Willow Creek, thus we anticipate no conflicts with fish passage.

Your bringing these projects to our attention is appreciated.

Sincerely,

Edw. K. Neubauer
EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon Game Commission

RECEIVED
SEP 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

9-3-65
Copies to:
F. B. Klaboe
L. H. Young
T. C. Roake
Frank Hall (2)
J. E. Morelock
J. F. Putnam (2)
A. F. Parson (2)

fp

ER

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

August 27, 1965

Mr. C. D. Light
Wasco County Roadmaster
Courthouse
The Dalles, Oregon

Right-of-way for
Petersburg-Fairbanks Section
FAS 369

NOTED
R. H. PRANGE

Dear Sir:

Enclosed are copies of prints showing the proposed right-of-way area to be acquired for subject project. The regular option forms will not be prepared for this project as the survey data does not provide sufficient information. However, I am sure Mr. Richard Hawkins will assist you in locating these areas. Also enclosed are two copies of a certification covering the acquisition of this right-of-way. When you have completed your transactions please return one signed copy to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

NOTED
V. R. JONES

ER-172(a)

Petersburg to Fairbanks
ER-172(2)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRA

(PPM 21-1;

CARD 2	REPORT NUMBER: 1 (19)(20)	PROJECT LOCATION (45 typewriter spaces): Co. Rd. Petersburg to 0.6 mi. W. of Fairbanks 21 46	ADT	PRESENT: 110	FUTURE: 180 (66)(70)	YEAR: 84 (71)(72)	REG									
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces): PE Gr., Dr., Surf.,Riprap, Br. 26 42	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR.: 65-1 (72)(73)	PL. AUTH YR (74)(75)	PRE 14							
CARD 4	CLASS OF FEDERAL FUNDS: Emergency Relief	COUNTY NAME: Wasco														
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID: 369													

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY F: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(1-4 5)	(18	41	42	43 46	53	Co. Rd., Petersburg to 0.6 mi. W. of Fairbanks	(54)(58)	(59) (66)	(67) (76)
5					PE				2,000	100
5					ROW					
5					CONST (CODE)				98,000	4,900
								5.00	100,000	5,000 *

(16) (23)(24) (33) RE

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

The work on this project was caused by the D

* 5% Basis. To be increased to maximum pro ra become available.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
65	ADT	110	180 (66)(70)	84 (71)(72)	08	Oregon	35 (2)(3)	090 (4)(9)	122 (14)(18)

E (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) (14)(23)	NUMBER (7)(13)	SEQ. NO.	I. Projects Only POST MI. (24)(26)	DESIG. (27)
				65-1		ER	172	(2)		

COUNTY NAME: Wasco — CODE: 065 (14)(16)

ROUTE NO. S — FEDERAL-AID: 369 (32) — STATE: Co.Rd. (36)(37) — U.S. (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

	MILES (54)(56)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
g to anks		2,000	100	370	1,530 Co.	PS&E Preparation, temp. and associated perm. repairs. (Grade, drain, riprap, bit. surf. and 1 br.)
						(Temp. work, gr. and dr., by County forces and contract method-negotiated or regular)
		98,000	4,900	18,130	74,970 Co.	
ECT ALS	5.00	100,000	5,000 *	18,500	76,500 Co.	

(10) (23) (24) (33) REMARKS

The work on this project was caused by the Dec. 1964 flood.

* 5% Basis. To be increased to maximum pro rata when additional funds become available.

USCOMM DUSCOMM-DC 46905-P61

FAS 369 PETERSBURG-FAIRBANKS ROAD MP 0.4 TO MP 5.4

PROJECT NO. ER-172(2)

Existing Facility

Roadway:	MP 0.0 to MP 5.0, 18' bit. surf. 3' shldrs. MP 5.0 to MP 5.4 - 24' gravel
Structure:	MP 0.4 - 36' timber bridge

Project Data

High water in Fifteenmile Creek destroyed the timber bridge at MP 0.4. A new 100' RCDG bridge on slightly revised alignment will be built by State contract.

High water in Fifteenmile Creek washed out large segments of the roadway at intermittent locations throughout the route. Repair consists of embankment, channel correction and restoration of the gravel and oil surface. To be done by County Forces.

Major items of cost are:

Embankment	30,000 cu.yds.
Riprap	6,000 cu.yds.
Base and Gravel	2,500 cu.yds.
100' RCDG Bridge	$35,000

101

ER-133(1) Delta Rd.-Belt Line Rd. 1965
S-144(5) Jct. Sec., FAS 862 & 860
#6753 (Structure & Grading)

C+A 2932

FAS 862
ER-133(1)
Lane County

Final Billing, etc. filed in

FAS 860
(S-441(5))

MAINTENANCE
Drainage
ER-133 (1)

Lane County

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 96368

FORM A-150 (3-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-9-65	CC 1134		520-1081-797

Lane County
Courthouse
Eugene, Oregon 97401

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: O. K. Attig, Director of Public Works			
Final Billing: Delta Road-Belt Line Road Junction Section, FAS 180 and 847; Project Numbers S-4h1(5) and SR 133 (1). Covered by agreement dated April 20th and June 1, 1965. 4-12-65			
County Advance Deposit		33,700.00	
Less amount previously transferred		23,700.00	10,000.00
County share of construction costs		29,910.88	
Less amount previously transferred		23,700.00	6,210.88
To be refunded			3,789.12

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

NOTED
P. C. [illegible]
NOTED
DON HARWELL

RECEIVED
DEC 15 1966
FOR FILING

ER-133 (.)
W.
6/62

December 14, 1966

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 6753 awarded to Rees Bros. Construction, Inc., for structure and grading on the Delta Road-Belt Line Road Section of FAS 360 and FAS 862 in Lane County was completed on July 22, 1966, and accepted by the Highway Commission on December 14, 1966.

Final payment in the amount of $7,447.39 will be released to the contractor after December 21, 1966. The total contract amount is $143,869.46 including $153.82 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Rees Bros. Construction, Inc.
359 Apple Blossom Avenue N.
Salem, Oregon

Heartland Insurance Agency
1980 Fairgrounds Road N.E.
Salem, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 14 1966
FOR FILING

EK-122(1)
6753

December 14, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 22, 1966, on Contract No. 6753. The contract was with Ross Bros. Construction, Inc. and was for structure and grading on the Delta Road-Jelt Line Road Section of FAS860 and FAS862 in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective on this date.

This matter will be presented to you for confirmation at the Commission meeting on December 19.

Very truly yours,

Ferrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
L. R. Chandler

bg

RECEIVED
NOV 7 - 1966
FOR FILING
ER-133 (1)
6753

October 10, 1966

1026

Ross Bros. Construction, Inc.
350 Apple Blossom Avenue, North
Salem, Oregon

#14

Gentlemen:

The State Highway Commission at its meeting on October 6 considered your request for an extension of time on Contract No. 6753 on the Delta Road-Belt Line Road Junction Section of FAS 860 and FAS 862 in Lane County.

After considering the recommendation of the Engineer and other available information, the Commission granted an extension of nine calendar days.

Very truly yours,

Floyd Curry, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc L. R. Chandler
Ellis Jones
L. H. Young
Ivan Merchant
C. H. Malcom
Bureau of Public Roads

RECEIVED
SEP 22 1966
FOR FILING

September 21, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 14
October 4, 1966 meeting

Gentlemen:

Rees Bros. Construction, Inc., contractor on the Delta Hwy.-Salt Lake Road Junction Section of FAS860 and FAS862 in Lane County, Contract 5753, has requested that he be granted an additional 24 calendar days to complete the contract work without assessment of liquidated damages.

The contractor cites the following reasons for not completing the work within the allotted time: extra work added to the contract; unforeseen difficulties in performing a part of the excavation work; and high water.

The contract allotted 180 calendar days to perform the work. A total of 194 calendar days was charged. Extra work added to the contract required six additional days and unforeseen difficulties in performing a part of the excavation required three additional days.

Because the contractor was prevented, in part, from completing the work in the allotted time by conditions beyond his control, I recommend that he be granted a nine-calendar day extension without assessment of liquidated damages and that he be charged liquidated damages for the remaining five days of the excess time consumed. This amounts to an assessment of $500.

This is a federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the October 6 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Kinboe
Victor D. Wolfe
L. H. Young
I. D. Marchant
C. H. Maison
L. R. Chandler

CAG:jf bg

E-880 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date ....June 30...., 19.66.

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ....180.... days to ...204..... days, within which to complete our Contract No. .....#6753....., without the assessment of liquidated damages. The said contract is described as follows:

Structure and Grading, Delta Road - Beltline Junction, Lane County, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Explanation

Respectfully submitted,

.....ROSS BROS. CONSTRUCTION, INC.....
Contractor

By .....A. D. Ross.....

CONSENT OF SURETY

Date ....June 30, 1966....., 19.....

We, ...Glens Falls Insurance Company.....

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Earl D Baurland
Attorney-in-fact

(SEAL)

Earl D Baurland
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6753 Contractor Ross Bros. Construction Co.

Highway FAS 860 & 862

Section Delta Rd. - Belt Line Rd. Jct.

Kind of Work Structure & Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 9 calendar days without assessment of liquidated damages for extra work added and unforseen difficulties in performing part of the excavation. Assess liquidated damages for 5 days.

Recommended for Approval:

John Laurence
Division Engineer

Ivan V. Merchant
Construction Engineer or
Bridge Engineer

W. B. Klohe
Assistant State Highway Engineer

Contract No.	6753
Project designation	S-441(5) & ER-133(1) Delta Rd. - Belt Line Rd. Jct. (State-Federal)
Date awarded	12-23-65
Work started	1-3-66
Per cent completed	~~100%~~ ~~90%~~ XXX ~~7-22-66~~ ~~7-6-66~~ XXXXX (Date)
No. of Workdays Allowed	180
No. of Workdays Used	194 ~~181~~ XXXX
No. of Added Workdays Requested	24 ~~(14)~~

SP*8296-734

ROSS BROS. CONSTRUCTION, INC.

Delta Road - Beltline Junction,
Lane County, Oregon, DSHC #6753

REQUEST FOR TIME EXTENSION

1. Place extra riprap rock downstream from existing structure as requested by the resident engineer. (2 days)

2. Required extra time to form and pour pile encasements under existing structure due to missalignment of existing prestressed piles. (3 days)

3. Extra time required to carefully excavate by hand labor to bottom of pile encurement at Bent #5 under old structure as required by the engineer to avoid undermining tips of existing prestressed piles. The pile tips were found to be at an elevation near required depth of encasement below stream bed. (3 days)

4. Additional time required to refinish handrail of existing structure as requested by resident engineer. (4 days)

5. High water, elevation 384.5, stopped construction of pile encasements and driving of falsework piling in streambed from March 7, 1966 to March 19, 1966. This being the only work available during that period the project was shut down. (12 days)

Form CD-121 (11-63) (Prev. by A.C. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 6, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project S-441(5) and ER-133(1)
Delta Road-Belt Line Road Junction Section
Contract No. 6753

Your letter of August 23, 1966 discussed the contractor's request for a time extension of 24 calendar days for completion of subject contract work. As requested in your letter and for the reasons stated therein we concur in your recommendation that an additional 9 calendar days of the requested 24 be allowed.

orig to Merchant 9-13-66

Edwards

REFERRED TO

cc Young

BY ASST. STATE HWY. ENGR.

Maison

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 14 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
SEP 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ER

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLAMATH BOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

NOTED H. S. COX

DATE: April 29, 1966

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

NOTED R. H. PRANGE

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

RECEIVED
MAY 5 - 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED P. B. Arensmeier

SUBJECT: Oregon Project ER 133(1)
County FAS Routes, Lane County
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 Statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. County Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of County forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed County resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's April 8, 1966 letter are approved. Established County rental rates must be supported by accounting records, or if not available, the alternate rates approved by this office on August 19 and September 23, 1965 may be used. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 54.65 (intermittent) miles of roadway and/or bridges at a total estimated negotiated contract amount of $64,004.00 and County Force Account work amount of $23,288.00. Estimated emergency fund participation is to be at the regular pro-rata share, or $55,439.

Findings regarding nonincidental permanent repairs on the project by County Forces and negotiated contracts were previously transmitted on August 9, 1965. We concurred in the contract awards for Dorena Dam Slide and Delta Road - Belt Line Road Sections on November 9 and December 23, 1965.

NOTED
HAROLD REYNOLDSON

NOTED
R. JONES

REFERRED TO
By Asst. State Hwy. Engr.
5-4-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
DON HARWELL

STATE COPY

Federal-Aid
Project No. [illegible](3)

[illegible]

COUNTY FOR FEDERAL AID LAND SURVEY

[illegible] on a basis for modification of project agreement. Based on low [illegible], combined costs of Approved County Force Orders and temporary call [illegible] by County Forces.)

Salem, Oregon, April 8, 1966

[illegible] (No. 27.0) to No. 11.20) (Contract No. 674)

[illegible]			.,5 .00
[illegible] Excavation, [illegible]	5,000 cu.yds.	$ 1.00	5, .00
[illegible]	[illegible] cu.yds.	2.00	22, .00
[illegible]	[illegible] cu.yds.	1.00	[illegible]
[illegible]	[illegible] M. [illegible]	6.00	[illegible]
[illegible] Conc. Drain Pipe	6 [illegible] Lin.ft.	2.50	1,7 .00
[illegible]	360 Lin.ft.	4.00	1, .00
[illegible] Tools	5 only	15.00	75.00
			$ 26, 1.00
[illegible] (1% of Contractor's Cost)			200.00
	Subtotal		$ 27,011.00
	Engr. & Cont.		2,7 .00
	Total		$ 29,739.00

[illegible] (No. 27.0) to Sta. 28+50) (Contract No. 674)

[illegible]	3,100 cu.yds.	$ 1.80	$ 6,1 .00
[illegible] Excavation, [illegible]	1,100 cu.yds.	1.00	1, .00
[illegible]	4,200 cu.yds.	4.20	[illegible]
	Subtotal		$ 27,
	Engr. & Cont.		[illegible]
	Total		$ [illegible]

[illegible] (Sta. [illegible] to Sta. [illegible])

[illegible]

[illegible] Equipment, Labor & [illegible] — All Required

[illegible] Equipment, Labor & [illegible] — All Required — [illegible]

1,5 .00

[illegible] Increase work done in conjunction with temporary repair. County Force [illegible] not to exceed to a maximum of [illegible].

Federal-Aid
Project No. [illegible]-139(1)

[illegible]

[illegible]*

[illegible] Equipment, Labor &

	All Required	$ 57.11
	Subtotal	$ 57.11

*Note: Increased work done in conjunction with temporary repair.

[illegible]

[illegible]*

[illegible] Equipment, Labor &

	All Required	$ 991.50
[illegible] Equipment, Labor &	All Required	111.69
	Subtotal	$ 1,103.19

*Note: Increased work done in conjunction with temporary repair.

[illegible]
[illegible] (MP 1.50 to MP 5.15)

[illegible]

[illegible] Equipment, Labor &

	All Required	$ 315.97
[illegible] Force Equipment, Labor &	All Required	[illegible]
	Subtotal	$ [illegible]

[illegible]

[illegible] County Forces Labor #2 *
[illegible] Materials **
County Forces Equipment, Labor
& Materials

	All Required	$ 110.50
	All Required	[illegible]
		$ [illegible]
		$ 1,326.23

*Note: Amount shown on this estimate is actual cost of C.F.O. #2.
**Note: Material purchased, not taken from County stock.

[illegible]

[illegible]

[illegible] *

[illegible], Labor & [illegible]

All Required	$ [illegible]
Subtotal	$ 411.76

Note: Permanent work completed in connection with the temporary repair.

[illegible]

[illegible] *

[illegible], Labor & [illegible]

All Required	$ 59.63
Subtotal	$ 59.63

Note: Permanent work completed in connection with temporary repair.
County Force Labor not used due to a misunderstanding.

[illegible]

[illegible] *

[illegible], Labor & [illegible]

All Required	$ [illegible]
	$ 5.39

Note: Permanent work completed in connection with temporary repair.

[illegible]

[illegible]

[illegible], Labor & [illegible]

All Required	$ 20,[illegible]
All Required	[illegible]
	$ [illegible]

[illegible]

All Required	$ 2,777.66
All Required	2,111.20
All Required	[illegible]
	$ [illegible]

Federal-Aid
Project No. [illegible](1)

Subtotal $ 21,191.10

[illegible] All work not completed by County Forces when the Force Account Order is voided by. The amount shown on this estimate is the actual cost of the Force Order.

[illegible]

[illegible] *

[illegible] All Required 730.36

[illegible], Labor & [illegible] All Required 1,381.83

$ 2,112.19

[illegible]: Amount of work completed in conjunction with temporary repair.

[illegible]

[illegible] *

[illegible], Labor & [illegible] All Required $ 35,532.00

[illegible], Labor & [illegible] All Required 5,069.46

$ 40,601.46

[illegible]: Amount of work completed in conjunction with temporary repair.

[illegible]

[illegible] *

[illegible], Labor & [illegible] All Required $ 19,917.21

[illegible], Labor & [illegible] All Required 1,773.64

$ 21,690.85

[illegible]: Amount of work completed in conjunction with temporary repair.

[illegible]

[illegible] *

[illegible], Labor & [illegible] All Required $ 12.24

[illegible]: [illegible] completed in connection with temporary work.

Total $60,736.74

[illegible] ——————— 54.65 mills (Intermittent)

[illegible]

[illegible]	Assessed	Equalized	Tax Rate	Amount Due
[illegible]	$ 20,719.00	$ 11,749.00	$ 5,[illegible]	$ [illegible].00
[illegible]	30,236.00	29,[illegible].00	5,[illegible]	5,[illegible].00
[illegible]	1,50[illegible].00	[illegible].00	275.20	[illegible].20
[illegible]	[illegible].00	[illegible].00	10.56	10.56
[illegible]	1,[illegible].00	[illegible].00	201.59	201.60
[illegible]	1,[illegible].00	1,[illegible].00	333.12	333.12
[illegible]	[illegible].00	[illegible].00	153.00	153.00
[illegible]	[illegible].00	[illegible].00	20.12	20.12
[illegible]	[illegible].00	[illegible].00	99.65	99.65
[illegible]	11,191.00	10,7[illegible].00	5,6[illegible].20	5,6[illegible].20
[illegible]	2,[illegible].00	1,[illegible].00	366.59	366.60
[illegible]	40,671.46	25,7[illegible].00	7,[illegible].73	7,[illegible].73
[illegible]	20,[illegible].5	13,[illegible].00	3,[illegible].92	3,[illegible].92
[illegible]	[illegible]	[illegible]	7.62	7.62
Total	$360,736.74	$192,[illegible].00	$29,[illegible].67	$29,[illegible].67

Idaho Public Use Cons.: Chap. 175, Law 1917; Chap. 31, Law 1920;
Chap. 129, Law 1[illegible].
Idaho Public Use Maint.: Chap. [illegible], Law 19[illegible].

[illegible]

[illegible]-102) [illegible]-102.

[illegible] and comment re[illegible] taxable [illegible] this estimate [illegible] from [illegible] Utility.

RECEIVED
AUG 24 1966
FOR FILING
ER-122(1)
6762

August 23, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Delk Road-Belt Line Road
Junction Section
Contract 6751
FAP No. S-441(5) and
ER-133(1)

Dear Sir:

The contract allotted 180 calendar days for completion of the work. Two hundred and four calendar days were charged. The contractor requests an additional 24 calendar days without the assessment of liquidated damages. The contractor's reasons for the request are quoted as follows:

1. "Place extra riprap rock downstream from existing structure as requested by the resident engineer. (2 days)"

2. "Required extra time to form and pour pile encasements under existing structure due to misalignment of existing prestressed piles. (3 days)"

3. "Extra time required to carefully excavate by hand labor to bottom of pile encasement at Bent #5 under old structure as required by the engineer to avoid undermining tips of existing prestressed piles. The pile tips were found to be at an elevation near required depth of encasement below stream bed. (3 days)"

4. "Additional time required to refinish hand-rail of existing structure as requested by resident engineer. (4 days)"

5. "High water, elevation 384.5, stopped construction of pile encasements and driving of falsework piling in stream bed from March 7, 1966 to March 19, 1966. This being the only work available during that period the project was shut down. (12 days)"

Conditions pertinent to each of the contractor's reasons are as follows:

1. Extra work added as documented by Price Agreement No. 3, submitted to your office July 14, for additional riprap and related work. This work was added after the contract riprap was placed. Observed delay to contract completion was 3 days.

2. Extra work involved in building special forms for web wall encasement for piling - due to actual pile placement. Additional concrete involved documented on Price Agreement No. 2, submitted you April 27, 1966, but returned as it was an "S" portion of project. Observed delay to contractor's operations, 3 days.

3. Safety to the existing structure and traffic using the same made hand excavation practically a must. This precarious condition was not evident to bidders. The Department did not order the contractor to do this excavation by hand, but did stress the need for very careful operations in the area of the piling. The estimated delay to the contractor's work by using hand excavating methods is 3 days.

4. The extra work involved in refinishing the existing handrail under Price Agreement No. 4 could have been carried on in conjunction with other work on the contract. No additional time is to be granted for this reason.

5. This condition is not a reason for an extension of time, as it is presumed the contractor considered the potential flood hazards along with other conditions affecting his bid and the work.

For reasons stated in Items 1, 2, and 3, I propose to recommend to the Highway Commission that the contractor

be granted an additional 9 calendar days without assessment of liquidated damages and that he be assessed liquidated damages for the 15 additional days consumed. This amounts to an assessment of $1,500.

May I have your concurrence in this recommendation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. M. Young

CAG:jf ja

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Delta Rd - Beltline Rd Jct	WEEK ENDING: 7/29/66	
	SECTION PREFIX: 520-1024	
HIGHWAY: FAS 660 & 662	COUNTY: Lane	
NAME OF JOB: Delta Rd - Beltline Rd Jct.	KIND OF WORK: Structure & Grading	
CONTRACTOR: Ross Bros. Const. Co.	CONTRACT NUMBER: 6753	FEDERAL AID PROJECT NUMBER: S-441(5) & BR-133 (1)
DATE OF CONTRACT: 12/28/65	DATE WORK STARTED: 1/3/66	ESTIMATED COMPLETION DATE: 7/22/66
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 180	CALENDAR DAYS USED 184
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100%
PROJECT AUTHORIZATION: $ 165,726.56	ENGINEERING AUTHORIZATION: $ 11,785.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
EXCLUSIVE OF ENGINEERING: $ 152,337.50	ENGINEERING COST TO DATE: $ 11,730.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 152,337.50	PERCENT OF AUTHORIZATION 100 %	DATE PROJECT WAS COMPLETED: 7/22/66
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0.97 %		

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	[illegible] Fence. 100%	[illegible] Toe Tr. Exc. 100% Embank. [illegible]	[illegible] Loose Surf. 100% Toe Tr. Exc. [illegible]	[illegible] Mineral [illegible]	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.11	0.11	0.11		
MILES PARTIALLY COMPLETED							
MILES COMPLETED			0.11	0.11	0.11		
TOTAL ESTIMATED QUANTITIES (CONTRACT)			3400 cy	1150 cy	4800 cy		
TOTAL QUANTITIES CORRECTED TO DATE			3400 cy	1100 cy	4700 cy		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			3400 cy	1100 cy	4000 cy		
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

1 - flatbed truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	87041							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY
SUNDAY	Clear		
MONDAY	Clear		
TUESDAY	Clear		
WEDNESDAY	Clear		
THURSDAY	Clear		
FRIDAY	Clear		
SATURDAY	Clear		

Routing

Morgan KM
Decker
Bond S
Barbee
Walker W
Glenn
Swan

CAUSE OF DELAY

Pease E
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 1 1966
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 7/24	
MONDAY 7/25	No Activity
TUESDAY 7/26	Cleaning up jobsite
WEDNESDAY 7/27	Cleaning up jobsite
THURSDAY 7/28	No Activity
FRIDAY 7/29	Removing Equipment
SATURDAY	

REMARKS

Status - Final Report. Job completed 7/22/66

cc: Construction Dir.

SIGNED _____ LOCATION 2191 E. 19th Eugene, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

RECEIVED
AUG 10 1966
FOR FILING
EW-133(1)
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 26, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 22, 1966, on Contract No. 6753, Delta Rd. - Belt Line Rd. Jct. Section, in Lane County, in connection with Federal-Aid Project Nos. S-441(5) and ER-133(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 8-3-66

Conditions noted on above date:

None.

JJH

A. W. Parsons
Division Engineer

By;
G. R. Brooks
District Engineer

Ref'd to Young
8-9-66

STATE COPY

Monthly transaction number: 5-110	FORM PR-2A (1-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 5 6752	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 5-10-66	County: Lane
		Project number: ER-133(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 14, 19 66, is hereby modified as follows:

Revised estimated total cost of project $ 160,736

Revised Federal funds $ 102,083.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10th day of May, 19 66.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Labbe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P62

Oregon State Highway Department

Federal-Aid
Project No. ER-133(1)

COUNTY FAS ROUTES IN LANE COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices, estimated costs of approved County Force Orders and temporary and permanent repairs by County forces.)

Salem, Oregon, April 8, 1966

Type Code Y006
Dorena Dam Slide (Sta. 27+00 to Sta. 33+20) (Contract No. 6744)

Clearing and Grubbing	All Required		$ 4,500.00
Embankment Foundation Excavation, Unclassified	5,350 cu.yds.	$ 1.00	5,350.00
Rock Fill	4,420 cu.yds.	2.80	12,376.00
Trench Excavation	150 cu.yds.	4.00	600.00
Special Backfill in Drains	140 cu.yds.	6.00	840.00
8-inch Metal Perf. Drain Pipe	680 lin.ft.	2.50	1,700.00
Guard Rail	360 lin.ft.	4.00	1,440.00
Extra Guard Rail Posts	5 only	15.00	75.00
			$ 26,881.00
Flagging (57½ of Contractor's Cost)			200.00
	Subtotal		$ 27,081.00
	Engr. & Cont.		2,708.00
	Total		$ 29,789.00

Type Code 2010
Delta Road (Sta. 193+00 to Sta. 203+50) (Contract No. 6753)

Embankment in Place	3,400 cu.yds.	$ 1.80	$ 6,120.00
Toe Trench Excavation, Unclassified	1,180 cu.yds.	1.00	1,180.00
Loose Riprap	4,800 cu.yds.	4.20	20,160.00
	Subtotal		$ 27,460.00
	Engr. & Cont.		2,746.00
	Total		$ 30,206.00

Type Code 6201
FAS 221 (MP 0.23 to MP 3.31) (MP [illegible])

Temporary & Permanent*

Negotiated Equipment, Labor & Materials	All Required	$ 801.32
County Force Equipment, Labor & Materials	All Required	707.07
		$ 1,508.39

* Note: Permanent work done in conjunction with temporary repair. County Force Order not used due to a misunderstanding.

Type Code 3210
FAS 223 (MP 12.32 to MP 13.12)

Temporary and Permanent *

County Force Equipment, Labor & Materials	All Required	$ 57.11
	Subtotal	$ 57.11

*Note: Permanent work done in conjunction with temporary repair.

Type Code 2010
FAS 225 (MP 1.68 to MP 18.77)

Temporary and Permanent *

Negotiated Equipment, Labor & Materials	All Required	$ 991.50
County Force Equipment, Labor & Materials	All Required	111.69
	Subtotal	$ 1,103.19

*Note: Permanent work done in conjunction with temporary repair.

Type code 2010
FAS 227, Temporary and Permanent Repairs (MP 1.50 to MP 5.15)

Temporary

Negotiated Equipment, Labor & Materials	All Required	$ 315.97
County Force Equipment, Labor & Materials	All Required	948.34
	Subtotal	$ 1,264.31

Permanent

Approved County Force Order #2 *		
Negotiated Materials **	All Required	$ 140.50
County Forces Equipment, Labor & Materials	All Required	421.42
		$ 561.92
		$ 1,826.23

* Note: Amount Shown on this estimate is actual cost of C.F.O. #2.
** Note: Material purchased, not taken from County stock.

Type Code 6201
FAS 223 (MP 2.32 to MP 20.50)

Temporary and Permanent Repairs *

County Force Equipment, Labor & Materials	All Required	$ 841.76
	Subtotal	$ 841.76

*Note: Permanent work completed in conjunction with the temporary repair.

Type Code 3210
FAS 229 (MP 3.23 to MP 4.39)

Temporary and Permanent *

County Force Equipment, Labor & Materials	All Required	$ 59.63
	Subtotal	$ 59.63

*Note: Permanent work completed in conjunction with temporary repair. County Force Order not used due to a misunderstanding.

Type Code 6201
FAS 230 (MP 0.87 to MP 10.22)

Temporary and Permanent *

County Force Equipment, Labor & Materials	All Required	$ 545.29
		$ 545.29

*Note: Permanent work completed in conjunction with temporary repair.

Type Code 6201
FAS 231 (MP 1.27 to MP 16.18) (Temporary and Permanent Repair)

Temporary

Negotiated Equipment, Labor & Materials	All Required	$ 10,410.64
County Force Equipment, Labor & Materials	All Required	7,859.54
		$ 18,270.18

Permanent

Approved Price Agreement #1	All Required	$ 2,777.66
Approved County Force Order #4 *		
Negotiated Equipment, Labor & Materials	All Required	2,118.20
County Forces Equipment, Labor & Materials	All Required	7,992.36
		$ 12,888.22

	Subtotal	$ 31,158.40

*Note: (See Preceding Page) All work not completed by County Forces when the Force Order stated that it would be. The amount shown on this estimate is the actual cost of the Force Order.

Type Code 5231
FAS 578 (MP 0.31 to MP 2.22)

Temporary and Permanent *

Negotiated Materials	All Required	$ 738.36
County Force Equipment, Labor & Materials	All Required	1,273.83
		$ 2,012.19

*Note: Permanent work completed in conjunction with temporary repair.

Type Code X031
FAS 860 (MP 3.1)

Temporary and Permanent *

Negotiated Equipment, Labor & Materials	All Required	$ 35,532.88
County Force Equipment, Labor & Materials	All Required	5,068.58
		$ 40,601.46

*Note: Permanent work completed in conjunction with temporary repair.

Type Code 6201
FAS 862 (MP 0.00 to MP 1.06)

Temporary and Permanent *

Negotiated Equipment, Labor & Materials	All Required	$ 15,213.21
County Force Equipment, Labor & Materials	All Required	5,772.64
		$ 20,985.85

*Note: Permanent work completed in conjunction with temporary repair.

Type Code 2010
FAS 863 (MP 0.58 to MP 0.65)

Temporary and Permanent *

County Force Equipment, Labor & Materials	All Required	$ 42.24
		$ 42.24

*Note: Permanent work completed in conjunction with temporary work.

Total $160,736.74

Length of Project ———————— 54.65 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Dorena Dam Slide (Contract 6744)	$ 29,789.00	$ 18,919.00	$ 5,435.00	$ 5,435.00
Delta Road (Cont. 6753)	30,206.00	19,184.00	5,511.00	5,511.00
FAS 221	1,508.39	958.00	275.19	275.20
FAS 223	57.11	36.00	10.56	10.55
FAS 225	1,103.19	700.00	201.59	201.60
FAS 227	1,826.23	1,160.00	333.12	333.11
FAS 228	841.76	534.00	153.88	153.88
FAS 229	59.63	38.00	10.81	10.82
FAS 230	545.29	346.00	99.65	99.64
FAS 231	31,158.40	19,788.00	5,685.20	5,685.20
FAS 578	2,012.19	1,279.00	366.59	366.60
FAS 860	40,601.46	25,786.00	7,407.73	7,407.73
FAS 862	20,985.85	13,328.00	3,828.93	3,828.92
FAS 863	42.24	27.00	7.62	7.62
Totals	$160,736.74	$102,083.00	$29,326.87	$29,326.87

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes

520-1023 520-1024

The temporary and permanent repair amounts for this estimate were taken from Lane County's billing.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
1-134		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
6753 2	1-14-66	Lane
		PROJECT NO. ER-133(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

County FAS Routes in Lane Co.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-24-65	0.00
*OTHER (Specify)		

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 80,789.00	$ 51,259.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Klaboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer JAN 14 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8900-P64

Oregon State Highway Department

Federal Aid
Project No. ER-133(1)

COUNTY FAS ROUTES IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices and approved County force orders.)

Salem, Oregon, December 27, 1965

Type Code Y006
Lorena Dam Slide (Sta. 27+00 to Sta. 33+20) (Contract No. 6744) 520-1023

Clearing and Grubbing	All Required		$ 4,500.00
Embankment Foundation Excavation, Unclassified	5,350 cu.yd.	1.00	5,350.00
Rock Fill	4,420 cu.yd.	2.80	12,376.00
Trench Excavation	150 cu.yd.	4.00	600.00
Special Backfill in Drains	140 cu.yd.	6.00	840.00
8-inch Metal Perf. Drain Pipe	680 lin.ft.	2.50	1,700.00
Guard Rail	360 lin.ft.	4.00	1,440.00
Extra Guard Rail Posts	5 only	15.00	75.00
			$26,881.00
Flagging (57½ of Contractor's Cost)			$ 200.00
	Subtotal		$27,081.00
	Engr. & Cont.		2,708.00
	Total		$29,789.00

Approved County Force Orders and Price Agreements

Price Agreement No. 1		$ 2,851.25
County Force Order No.1		315.00
County Force Order No. 2		503.00
County Force Order No. 3		235.00
County Force Order No. 4		15,000.00
	Subtotal	$18,904.25
	Engr. & Cont.	1,889.75
	Total	$20,794.00

Length of Project . . . . . 0.00 Mile

Type Code Y003
Delta Road (Sta. 198+00 to Sta. 203+50)(Contract No. 6753) 520.1024

Embankment in Place	3,400 cu.yd.	1.80	$ 6,120.00
Toe Trench Excavation, Unclassified	1,180 cu.yd.	1.00	1,180.00
Loose Riprap	4,800 cu.yd.	4.20	20,160.00
	Subtotal		$27,460.00
	Engr. & Cont.		2,746.00
	Total		$30,206.00

Length of Contract . . . . . 0.00 Miles

SUMMARY OF FUNDS

	Total	Federal Funds	State Funds	County Funds
Dorena Dam Slide	$29,789.00	$18,901.00	$ 5,444.00	$ 5,444.00
Approved C.F.O.s	20,794.00	13,194.00	3,800.00	3,800.00
Delta Road	30,206.00	19,164.00	5,521.00	5,521.00
Subtotal	$80,789.00	$51,259.00	$14,765.00	$14,765.00

Retained in Authorized Fund Status

Temporary and permanent not covered above	$ 87,211.00	$ 55,327.00	$ 15,942.00	$ 15,942.00
	$168,000.00	$106,586.00	$ 30,707.00	$ 30,707.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. ER-133(1)

COUNTY FAS ROUTES IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, November 16, 1965

Type Code Y006
Dorena Dam Slide (Sta. 27+00 to Sta. 33+20)(Contract No. 6744)

Clearing and Grubbing	All Required		$ 4,500.00
Embankment Foundation Excavation, Unclassified	5,350 cu.yds.	$ 1.00	5,350.00
Rock Fill	4,420 cu.yds.	2.80	12,376.00
Trench Excavation	150 cu.yds.	4.00	600.00
Special Backfill in Drains	140 cu.yds.	6.00	840.00
8-inch Metal Perf. Drain Pipe	680 lin.ft.	2.50	1,700.00
Guard Rail	360 lin.ft.	4.00	1,440.00
Extra Guard Rail Posts	5 only	15.00	75.00
			$26,881.00
Flagging (57½% of Contractor's Cost)			$ 200.00
		Subtotal	$27,081.00
		Engr. & Cont.	2,708.00
		Total	$29,789.00

Approved County Force Orders and Price Agreements

Price Agreement No. 1		$ 2,851.25
County Force Order No. 1		315.00
County Force Order No. 2		503.00
County Force Order No. 3		235.00
County Force Order No. 4		15,000.00
	Subtotal	$18,904.25
	Engr. & Cont.	1,889.75
	Total	$20,794.00

Length of Project - - - - - - - - - - 0.00 mile

Type Code Y008
Delta Road (Sta. 193+00 to Sta. 203+50)

Embankment in Place	3,400 cu.yds.	$ 1.25	$ 4,250.00
Toe Trench Excavation, Unclassified	1,180 cu.yds.	4.50	5,310.00
Loose Riprap	4,800 cu.yds.	5.25	25,200.00
	Subtotal		$ 34,760.00
	Engr. & Cont.		3,476.00
	Total		$ 38,236.00

Length of contract - - - - - - - - - - - - - -0.00 miles

SUMMARY OF FUNDS

Description	Total	Federal Funds	State Funds	County Funds
Dorena Dam Slide	$29,789.00	$18,901.00	$ 5,444.00	$ 5,444.00
Approved C.F.O.	20,794.00	13,194.00	3,800.00	3,800.00
Delta Road	38,236.00	24,260.00	6,988.00	6,988.00
Subtotal	$88,819.00	$56,355.00	$16,232.00	$16,232.00
Retained in authorized fund status				
Temporary and Permanent Not Covered Above	$79,181.00	$50,231.00	$ 14,475.00	$ 14,475.00
	$168,000.00	$106,586.00	$ 30,707.00	$ 30,707.00

Oregon State Highway Department

Federal Aid
Project No. ER-133(1)

DORENA DAM SLIDE SECTION COUNTY FAS ROUTE 231

IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 1, 1965

Type Code Y006
Grading (Sta. 27+00 to Sta. 33+20)

Clearing and Grubbing	All Req.		$ 1,000.00
Embankment Foundation Excavation, Unclassified	5,350 cu.yd.	$ 2.00	10,700.00
Rock Fill	4,420 cu.yd.	3.50	15,470.00
Trench Excavation	150 cu.yd.	3.00	450.00
Special Backfill in Drains	140 cu.yd.	7.00	980.00
8-inch Metal Perf. Drain Pipe	680 lin.ft.	3.00	2,040.00
Guard Rail	360 lin.ft.	4.00	1,440.00
Extra Guard Rail Posts	5 only	10.00	50.00
			$32,130.00
Flagging (57½ of contractor's cost)	All Req.		200.00
		Subtotal	$32,330.00
		10% Engr. & Cont.	3,233.00
		Total	$35,563.00

--

Approved County Force Orders and Price Agreements

Price Agreement No. 1	$ 2,851.25
County Force Order No. 1	315.00
County Force Order No. 2	503.00
County Force Order No. 3	235.00
County Force Order No. 4	15,000.00
Subtotal	$18,904.25
10% Engr. & Cont.	1,889.75
Total	$20,794.00

Length of Project - - - - 0.00 mile

Type Code Y008
Delta Road (Sta. 192+00 to Sta. 203+50)

Embankment in Place	3,400 cu.yds.	$ 1.25	$ 4,250.00
Toe Trench Excavation, Unclassified	1,180 cu.yds.	4.50	5,310.00
Loose Riprap	4,800 cu.yds.	5.25	25,200.00
	Subtotal		$ 34,760.00
	Engr. & Cont.		3,476.00
	Total		$ 38,236.00

Length of contract - - - - - - - - - - - - - -0.00 miles

SUMMARY OF FUNDS

Description	Total	Federal Funds	State Funds	County Funds
Dorena Dam Slide	$29,789.00	$18,901.00	$ 5,444.00	$ 5,444.00
Approved C.F.O.	20,794.00	13,194.00	3,800.00	3,800.00
Delta Road	38,236.00	24,260.00	6,988.00	6,988.00
Subtotal	$88,819.00	$56,355.00	$16,232.00	$16,232.00
Retained in authorized fund status				
Temporary and Permanent Not Covered Above	$79,181.00	$50,231.00	$ 14,475.00	$ 14,475.00
	$168,000.00	$106,586.00	$ 30,707.00	$ 30,707.00

Summary of Funds

Description	Total	Federal Funds	State Funds	County Funds
Dorena Dam Slide	$35,563.00	$22,565.00	$6,499.00	$ 6,499.00
Approved County Price Agreements and Force Orders	20,794.00	13,194.00	3,800.00	3,800.00
Subtotal	$56,357.00	$35,759.00	$10,299.00	$10,299.00
Retained in authorized fund status				
R/W, Temporary and permanent work not covered above	$111,643.00	$70,837.00	$20,403.00	$20,403.00
	$168.000.00	$106,596.00	$30,702.00	$30,702.00

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
DON HARWELL

NOTED
V. R. JONES

NPPOP-NA-1.4
1507-24(Willamette R.-Dredging)-125.

31 January 1966

REFERRED TO
Admin
BY SECRETARY

Oregon State Water Resources Board
500 Public Service Bldg.
Salem, Oregon 97310

ATTENTION: Mr. Donel J. Lane,
Executive Secretary

Copies

REFERRED TO
Morgan-Merchant-Coy
BY ASST. STATE HWY. ENGR.

Robb-Young
2-3-66

Copy for: Oregon State Highway Department

Dear Sir:

Please refer to your letter dated 26 January 1966 transmitting objections of the Oregon State Highway Department and Oregon State Land Board to application for a permit, 1507-24(Willamette R.-Dredging)-125, for dredging below the Belt Line Road Bridge in Eugene.

Acting on a similar protest from the Lane County Department of Public Works the District Engineer by a letter dated 20 January 1966 to the applicant, Delta Sand & Gravel Company, denied the request.

Sincerely yours,

GEORGE E. HYDE
Chief, Navigation Branch

Copy furnished: Oregon State Land Board
Oregon State Highway Dept.
Oregon State Sanitary Authority

RECEIVED
FEB - 3 1966
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
FEB 2 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 25 1966

FOR FILING

Form D-1 (1-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

ER-133(1)
6753

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 21, 1966

In reply refer to: 08-35-DA

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects ER 133(1) and S-441(5)
Delta Road - Belt Line Road Junction

Reference is made to your Mr. Merchant's letter dated January 12, 1966 making reference to the above project.

You stated that in Lane County's negotiations with C and H Durbin the materials removed became the property of C and H Durbin. Further, Ross Brothers, the contractor on the subject project, intends to sublet the "embankment in place" item of their contract to C and H Durbin, and they plan to utilize the material removed from county-owned source.

Inasmuch as the county's negotiations transfer ownership of these materials prior to incorporation into Federal-aid project, we find no reason to consider this a violation of requirements of PPM 21-6.3.

REFERRED TO
Merchant - Young
BY ASST. STATE HWY. ENGR.
1-24-66

RECEIVED
JAN 24 1966
STATE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
1-189	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO.		COUNTY
4 6753	1-18-66	Lane
		PROJECT NO. S-441(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Delta Road - Belt Line Road Jct.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-1-65	0.027
OTHER *(Specify)*		

FUNDS Pro Rata 63.45%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 131,837.00	$ 83,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. O. Klaboe

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer JAN 18 1966

Oregon State Highway Department

Federal Aid
Project No. S-441(5)

DELTA ROAD-BELT LINE ROAD JCT. SECTION OF

FAS 860 IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 27, 1965

Type Code X020
Structure (Sta. 198+07.18 to Sta. 199+47.53)(Contract No. 6753)

Furnish 10 BP 42 Steel Piling	2,945	lin.ft.	$ 4.50	$ 13,252.50
Drive Steel Piles	76	only	75.00	5,700.00
Splice Steel Piles	20	only	30.00	600.00
Class "A" Concrete	1,230	cu.yd.	65.00	79,950.00
Metal Reinforcement	155,000	lb.	0.13	20,150.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	40	lin.ft.	5.00	200.00
		Subtotal		$119,852.50
		10% Engr. & Cont.		11,984.50
		Total		$131,837.00

Length of Project . . . . . 0.077 Mile

Federal Funds	$ 83,600.00
State Funds	24,118.50
County Funds	24,118.50
Total	$131,837.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

ER

COST SUMMARY

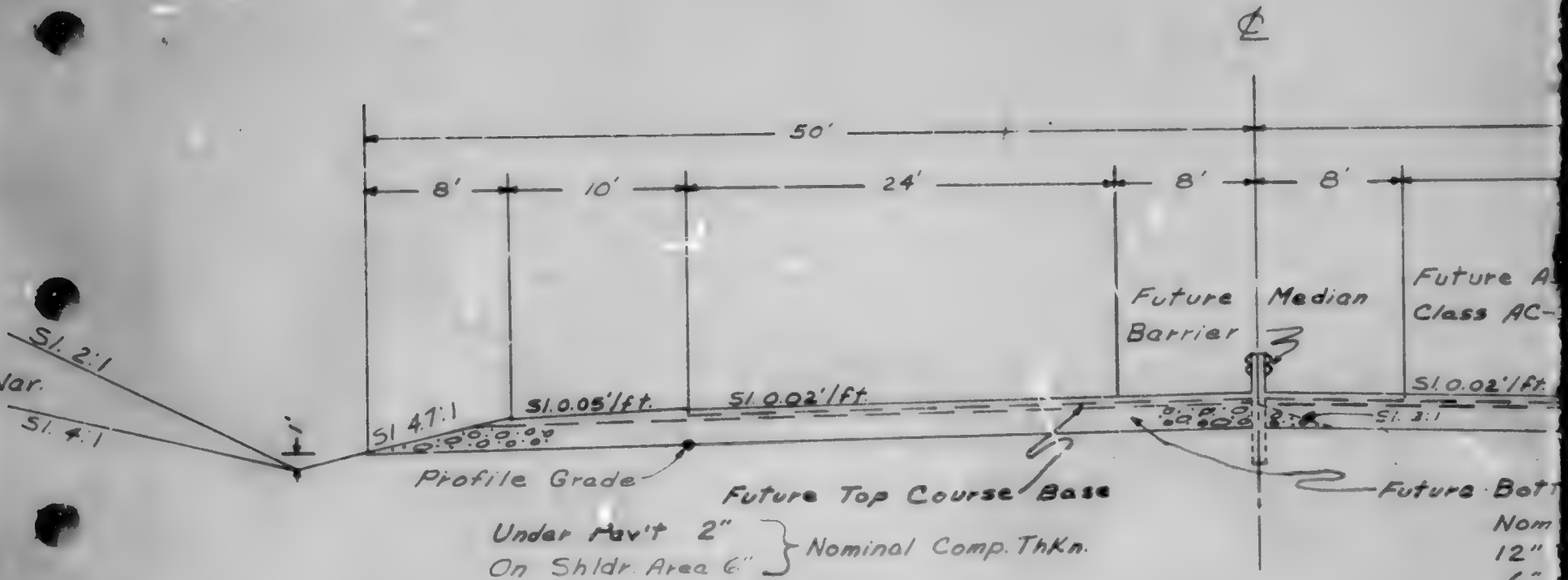
F.A. Project No. _____ County Lane

FAS Route No. 862 Delta Highway Date Jan 5, 1966

Warrant or Voucher No.	Brief Description	Costs
County Employees Paid Twice a Month. Numerous Warrant Numbers. Unable to List.	TEMPORARY WORK	
	County Payrolls, Dec. 1964	$ 2,704.38
	County Equipment Rental, Dec. 1964	2,472.85
	Supplies Purchased Direct from Vendor	
	Springfield Sand & Gr P.O. #82535	100.00
	L.P. Stubblefield P.O. #82849 & #82850 (Armitage Quarry)	1,606.00
	L.P. Stubblefield P.O. 82845 & #82846 (Vitus Quarry)	1,775.00
	Supplies from County Stock	15.00
	Work Performed by Outside Forces	
	Walter Price P O #82749	149.76
	Woolbright Logging Co P O #82754	213.35
	John C. Adams P.O. #82753	341.12
	Hal Bailey Equip Co. P.O. #82570	110.00
	John Bostick P.O. #82593	118.75
	Harry R. Davis P.O. #82707	150.00
	C.H. Durbin Constr. Co. P.O. #82758	247.74
	McKenzie Sand & Gr P.O. #82623	67.00
	Chambers Excav. P.O. #82478	1,564.00
	Ace Gravel Co. P.O. #82476	225.00
	Subtotal, Temporary work	11.859.95
	PERMANENT WORK	
	County Payroll Jan 1965 Feb & March 1965	551.71
	County Equip Rental Jan & Feb 1965	28.70
	Work Performed by Outside Forces	
	Charles L. Grove P.O. #83043	252.59
	McKenzie Road & Dr P.O. #83234	8,061.86
	Fern Weiss Trucking P.O #83006	231.04
	Subtotal, Permanent Work	9,125.90
	TOTAL, ENTIRE ROUTE	$ 20,985.85

DELTA HIGHWAY

TYPICAL (F.A.S. 862) S E



STA 29+00 — 114+86.07

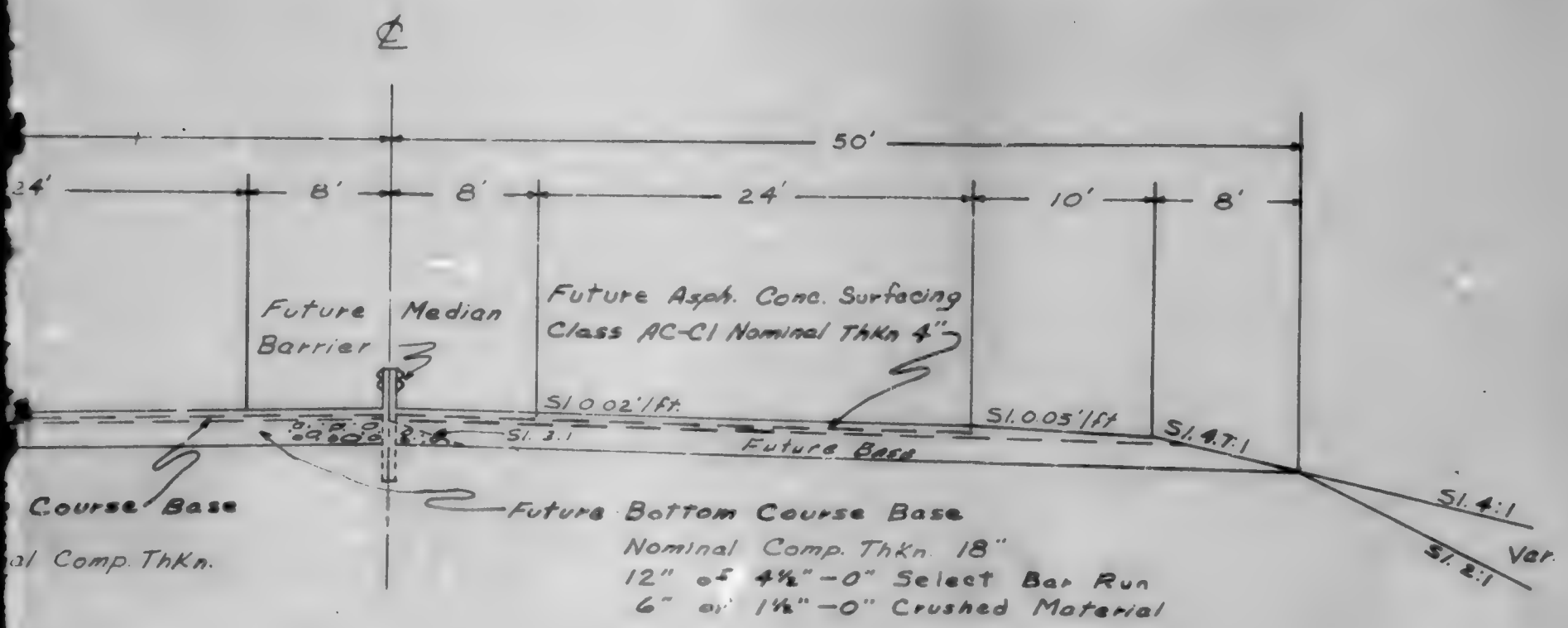
ER

ELTA HIGHWAY

F.A.S. 862

S E C T I O N

RECEIVED
JAN 28 1966
ENGINEER
COUNTY & CITY DIVISION



29+00 — 114+86.07

RECEIVED
JAN 6 - 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

ER-133(1)

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 4, 1966

In reply refer to: 08-35-EC

SUBJECT: Oregon Project ER 133(1) and S-441(5)
Delta Road - Belt Line Road Section
Structure and Grading

As requested in Mr. Young's letter of December 27, advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of December 23, 1965 in the award of contract no. 6753 to Ross Brothers Construction, Inc., Salem, Oregon, low bidder in the amount of $147,312.50, at the December 10 bid opening.

REFERRED TO
By Asst. State Hwy. Engr.
1-5-66

RECEIVED
JAN 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 86620

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-29-65	CC 985		580-1021-297

NOTED
P. B. Arensmeier

Lane County
Courthouse
Eugene, Oregon

Attn: Board of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

NOTED
H. E. COX

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit	NOTED DON HARWELL		33,200.00
Partial transfer of advance deposit for the Delta Road-Belt Line Road Section, FAS 860 & FAS 862. Covered by agreement dated April 20th and June 1, 1965.			23,200.00
To be retained			10,000.00

RECEIVED
DEC 30 1965
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

NOTED
V. R. JONES

FAS F/D

FAS 862

NOTED
H. S. COX

FAS 860, Lane County
Delta Road-Belt Line Road

Items, FAS Project, FAS 860	Qty.	@	Amount
1. Lin. ft. furnish steel piling	2,945 l.f.	$ 4.50	$ 13,252.50
2. Drive steel piling	76 only	75.00	5,700.00
3. Splice " "	20 only	30.00	600.00
4. Class A concrete	1,230 c.y.	65.00	79,950.00
5. Metal reinforcement	155,000 lbs.	0.13	20,150.00
6. 8" drain	40 l.f.	5.00	200.00
Total			$119,852.50
12-1/2% Engineering & Contingencies			14,981.56
Total FAS Project			$134,834.06

20% X $134,834.06 = $26,966.81 or say $27,000.00

Items, ER Project 133(1), FAS 862			
7. Embankment in place	3,400 c.y.	$ 1.80	$ 6,120.00
8. Toe trench excavation	1,180 c.y.	1.00	1,180.00
9. Riprap	4,800 c.y.	4.20	20,160.00
Total			$ 27,460.00
12-1/2% Engineering & Contingencies			3,432.50
Total ER Project			$ 30,892.50

20% X $ 30,892.50 = $ 6,178.50 or say $ 6,200.00

NOTED
R. H. FRANCIS

$27,000.00
6,200.00
$33,200.00 Total Advance Deposit

VRJ:mm
December 13, 1965

NOTED
M. S. COX

RECEIVED
DEC 29 1965
FOR FILING

December 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of Dec. 13, 1965, is requested in the award of contract for the Delta Bi-Belt Line Road Junction Section, Project No. ER-133(1).

The contractor receiving the award is Ross Bros. Construction, Inc., in the amount of $147,312.50, with Contract No. 6753 assigned. This bid was received on December 10, 1965 and awarded December 23, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

DAR:ia

RECEIVED
MAR 2 - 1966
FOR FILING

FA-1231(1)
671

December 13, 1965

Rose Bros. Construction, Inc.
359 Apple Blossom Avenue N.
Salem, Oregon

Gentlemen:

The State Highway Commission on December 14, 1965, accepted your proposal for structure and grading on the Delta Road-Galt Line Road Junction Section of F-3 Int and S.C in Lane County for the sum of $147,314.30 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been designated Contract No. 3751.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
DEC 27 1965
FOR FILING

ER & FAS-C

FORM E-30X—80M—1-66 SP*8418.734

ER-122(1)

6752

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 23, 1965

To: Mr. C. H. Maison
O F F I C E

Attention: Mr. John Herr

SUBJECT: Delta Road-Belt Line Road Section
FAS 860 and 862
FAS-C and ER Projects
Lane County

Lane County's advance deposit in the amount of $33,200 covering the above project has been received. The contract is now clear for award.

R. H. Prange, Field Engineer
County and City Division

RHP:mm

cc: F. B. Klaboe
L. H. Young
F. D. Morgan

NOTED
F. B. KLABOE

RECEIVED
DEC 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 13 1965
FOR FILING

December 13, 1965

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

Gentlemen:

On December 10, a satisfactory bid was received from Ross Brothers Construction Company of Salem for constructing the Delta Road-Belt Line Road Section of FAS Routes 860 and 861. As per the agreement between state and county, the following advance deposit is required from the county prior to awarding of a contract:

Bid Items	$147,312.50
Flagging	--
12-1/2% Engineering & Contingencies	18,414.06
Estimated Total Cost.....	$165,726.56

County Advance Deposit:
20% of $165,726.56 = $33,145.31 or say $ 33,200.00

Please make this advance deposit in the amount of $33,200 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

cc: Mr. G. K. Attig

NOTED
V. R. JONES

RECEIVED
DEC 13 1965

ER-132(1)
S-144(E)
6752

12 7

December 7, 1965

MISC. CONTRACTS and AGREEMENTS No. 5132

Board of County Commissioners
Lane County
Courthouse
Eugene, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of a Finance-Construction Agreement covering the Delta Road-Belt Line Road Junction Section of FAS 860 and 862 in Lane County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

pb
Enc.

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
DEC 2 - 1965
FOR FILING
ER-133 (1)
S-144 (3)
6753

December 1, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

On November 16, 1965, we submitted a PS & E estimate for the County FAS Routes, Project No. ER-133(1).

Right of way in the amount of $2,500 was not included in the estimate. The County said they couldn't comply with the regulations and any right of way necessary would be purchased with County funds.

We wish to have this letter serve as a program change eliminating right of way from the program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

cc: Mr. H. S. Cox
Mr. R. H. Chase

RECEIVED
NOV 24 1965

Form SD-121 (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

K-133(1), S-144(5)

TO 1672E Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 18, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-133(1)
Delta Road-Belt Line Road Junction Section
Structure and Grading

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith. It is understood, for contract purposes, the subject project will be combined with S-441(5) to provide a structure.

Our authorization is with the understanding that all necessary right of way is available for the project with no participating utility adjustments involved, as indicated in Mr. Oakes' and Mr. Litchfield's November 12 and November 10, 1965 reports.

The use of Article 102-1.3, Embankment in Place, is approved for use on this specific project.

You are authorized to proceed with contractor's flagging included in your estimate in the amount of $200.

Mr. Young's November 17, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Attachment

REFERRED TO
By Asst. State Hwy. Engr.
11-23-65

RECEIVED
NOV 23 1965
OFFICE OF
STATE HIGHWAY ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 15 1965
FOR FILING

FORM E-303 — 5000 — 1-65 SP*19102-734

ER-433 (1)

4.715

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 12, 1965

SUBJECT: Right of Way Status
December 10 Bid Opening

To: Mr. L. H. Young
Office Engineer

OFFICE ENGINEERING

On the following project all construction will be confined to existing right of way, and no relocation advisory assistance is necessary.

Delta Road-Belt Line Road Junction: Slope Protection and Structure

On the following project all right of way is clear. There were no improvements involved in the right of way. Consequently, relocation advisory assistance was not necessary.

Badger Creek-Chenoweth Creek Section: Grade and Structure

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:JP

cc: F. B. Klaboe
G. E. Rohde
C. H. Maison
M. R. Mitchell

F. B. KLABOE
NOTED

RECEIVED
NOV 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM PR-33A(1)
(REV. 5-64) cc: OSHD (Klabon)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

rc

INITIAL INSPECTION REPORT

REGION NO.	REPORT NO. 1-C	COUNTY Lane	STATE Oregon
DATE OF INSPECTION 10-13-65	INSPECTION MADE BY J. L. Lowder, Area Engr		PROJECT NO. ER 133(1)

IN COMPANY WITH

LOCATION OF IMPROVEMENT

Co. Rd. No. , Springfield Route, Lane County

CONTRACTOR'S NAME AND ADDRESS

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED	EST. COMPL. END OF MO.
	%	%	%	%

ROADWAY WIDTH _____ Feet (O. to O. of shoulders)

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)	TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS

Reference is made to information contained in the Initial Inspection Report, the primary purpose of the channel in the southwest quadrant of the interchange is that of carrying as a major tributary channel and local drainage. This correction of the section as described in the letter dated May 25, 1965 from Lane County Department of Public Works Director, Mr. O. K. Attig, to Mr. M. B. Cox, County-City Engineer, OSHD.

The effect this correction makes is that of making eligible participation of this channel in the immediate vicinity of Belt Line Road, both up- and downstream from crossing and the treatment of same by adding riprap. The sloping and acquisition of additional right of way on the channel bank opposite from the roadway and considerable distance upstream from Belt Line Road remain ineligible since such work would serve no purpose in the protection of the roadway.

RECEIVED
NOV 19 1965
ENGINEER
COUNTY & CITY DIVISION

1—STATE HIGHWAY DEPARTMENT COPY

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

MEMO
July 30, 1965

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

WILLAMETTE RIVER OVERFLOW BRIDGE
FAS 860
LANE COUNTY

To comply with requirements of paragraph B-3, IM 50-2-65, under which this project is being submitted, the following data is provided:

1. Copy of Project Application form dated April 27, 1965, and signed by the Director of Public Works.

2. Copy of a letter signed by G. K. Attig, Director of Public Works for Lane County, stating that the right-of-way for this structure has been acquired.

3. This route was placed on the county's Federal Aid Secondary System on August 1, 1958, and is one of its most important routes.

4. The design of this project meets all minimum standards required by the approved Secondary Road plan.

This project also satisfies all requirements for paragraph A of IM 50-2-65.

V. R. Jones, Planning Engineer
County and City Division

VRJ:mm

NOTED
V. R. JONES

It should be noted that this project is being submitted under the requirements of paragraph B-3 of IM 50-2-65. It should be pointed out that this project satisfies all the requirements for paragraph A of this IM, but in order to expedite approval of the project it is being submitted under paragraph B-3.

Include this paragraph

FORM E-30

RECEIVED
JUN 15 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
[illegible] HARWELL

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1965

SUBJECT: ~~Proposed Projects~~ FAS 860
~~FAS 168 and FAS 639~~ Lane Co.
~~Multnomah County~~

NOTED
P. B. Arensmeier

To:

H. S. Cox
County and City Engineer
O f f i c e

Mr. Vern Jones of your office conferred with Mr. O. B. Jackmond, Assistant Planning Survey Engineer, concerning Bureau of Public Roads' approval for Lane County FAS-C project entitled Beltline Road, Willamette River overflow, channel bridge, FAS 860.

As you know, the Bureau of Public Roads has issued IM 50-2-65 stating the requirements for approval of Federal-Aid projects within urbanized areas of over 50,000 population. The above listed project has been reviewed by this office and appears to meet the requirements of paragraph B-3 of IM 50-2-65, which states:

> "Construction, as defined in PPM 21-12 may be authorized by the Division Engineer on projects for which a substantial portion of the right-of-way has been acquired, with or without Federal funds, provided he has previously approved the detailed location and preliminary design and provided there is evidence of the acceptance of the location and design by the governing bodies of all the affected jurisdictions".

Therefore, the following supporting data appear to be necessary for the Bureau of Public Roads' approval of this project:

1. A copy of the project application from Lane County.
2. A statement from the Lane County Director of Public Works indicating that a substantial portion of the rights-of-way for this project has been purchased.
3. A statement that this project is on the approved FAS System and no system change is involved.
4. A statement that the design of this project complies with the minimum standards established in the approved Secondary Road Plan.

Our discussion with Mr. Jones indicated that County-City Relations could make these items available to Office Engineering for their submission to the Bureau of Public Roads.

It appears that the submission of this project for Bureau of Public Roads' approval requires no supporting data from the Eugene-Springfield Transportation Study.

NOTED
V. R. JONES

F. B. Crandall
Traffic Engineer

OBJ:mlr/mp
cc: Tom Edwards, L. H. Young bc: Jackmond, Royer

9/21/65 Letting
Item 18 (partial)

July 29, 1965
(date)

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 860, Beltline Road

Section Willamette Overflow Bridge

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
AUG 6 - 1965
ENGINEER
COUNTY & CITY DIVISION

August 4 1965
(date)

By Fred A Elliott

By Jesse Rice
Commissioner

By Bennett Nielsen
Commissioner

cc: L. H. Young

fas 862

July 1, 1965
(date)

8/10/65 Letting
Item 31

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 862, Delta Highway

Section Overflow Channel Section; ER Project Riprap slope embankment

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

RECEIVED
JUL 12 1965
ENGINEER
COUNTY & CITY DIVISION

July 8, 1965
(date)

By Frank L. Smith

By Jess Price
Commissioner

By Kenneth Nielsen
Commissioner

cc: L.H. Young

Willamette River O-Flow
Bridge / FAS 860
Lane County

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
P. O. BOX 3503
PORTLAND OREGON 97208

NOTED
H. S. COX

June 29, 1965

Lane County Courthouse
Department of Public Works
1820 Roosevelt Boulevard
Eugene, Oregon

P. B. Aschschneider

Attention: Mr. Luther Freeman
Supervisory Engineer

NOTED
R. H. PRANGE

Gentlemen:

We have investigated the highway crossing of the first slough east of the Belt Line Road Willamette River crossing, and it appears that no fishery problems will be involved.

Thank you for calling this to our attention.

Very truly yours,

P. W. SCHNEIDER
Director

By A. V. Meyers

A. V. Meyers
Lands Supervisor

cc: H. S. Cox

NOTED
RICHARD UNREIN

RECEIVED
JUN 30 1965
ENGINEER
COUNTY & CITY DIVISION

Copy to Steve
6-30-65
V.J.

COPY

NOTED
V R JONES

FAS 860

H. S. Coxwillamette O-Flow Br.
Lane County

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

Steel Bridge

June 23, 1965

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

Mr. Luther Freeman
Supervisory Engineer
Lane County Courthouse
Eugene, Oregon

Dear Mr. Freeman:

The proposed bridge construction project referred to in your letter to us dated June 18, 1965 has been reviewed with Mr. Cox's office of the Oregon State Highway Department.

As we anticipate no fishery conflicts in this proposal, the project is approved.

Your bringing this proposal to our attention is appreciated.

Sincerely,

Edw. K. Mustanen
EDW. K. KLUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon State Game Commission

RECEIVED
JUN 25 1965
LAKE CO. DEPT.
OF PUBLIC WORKS

RECEIVED
JUN 29 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

TO		NOTE
	DIRECTOR	
	ASST. TO DIRECTOR	✓
	OFFICE MANAGER	
✓	PLANNING ENGINEER	✓
	[illegible]	
	PUBLIC INFORMATION	
	HIGHWAY SUPT.	
✓	Driver	
	FILE	

Cc: To H. S. Cox

C.C. Roy Stein

NOTED
P. B. A[illegible]ier

FAS 862
Lane Co

6-17-65

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

RECEIVED
JUN 17 1965
ENGINEER
COUNTY & CITY DIVISION

Subject: Federal Aid Project No. ER-133(1)

Highway No. FAS 862

Project Name Delta Highway Section

NOTED
R. H. PRANCE

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at Eugene, Oregon, this _____ day

of _____, 19__.

Lane County by its
Board of County Commissioners

Chairman

Commissioner

Commissioner

To R/W Dept 6-12-65

*Certify either paragraph 2 or 3.

NOTED
V R JONES

LANE COUNTY

COURT HOUSE
EUGENE, OREGON

FAS 860

DEPARTMENT OF PUBLIC WORKS
1820 Roosevelt Boulevard
P.O. Box 3156
Eugene, Oregon
Phone 343-1671

June 17, 1965

Mr. H. S. Cox
County-City Relations
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

This is to inform the Oregon State Highway Department that the right-of-way acquisition along the County's Beltline Road from U.S. 99 North to Coburg Road is 100% complete.

No additional right-of-way will be required along this particular section of the route for future construction.

This is in reference to the overflow channel and Beltline structure on the FASC Project where Delta Highway merges with Beltline.

Yours very truly,

G. K. Attig, Director
Department of Public Works

GKA/lw

RECEIVED
JUN 18 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
V R JONES

GERALD K. ATTIG, DIRECTOR
JOHN M. CLAY, ASSISTANT TO THE DIRECTOR
LUTHER FREEMAN, PRINCIPAL ENGINEER
HAROLD WILLIAMS, OFFICE MANAGER

GEORGE GRIFFIN, SUBDIVISION ENGINEER
H. V. JENKINS, HIGHWAY SUPERINTENDENT
OLE HALDERSON, BRIDGE SUPERINTENDENT
FRANCIS WAGGONER, COUNTY SURVEYOR

xxxxxxxxxxxxx
George Rohde

NOTED
H. S. COX

May 18, 1965

NOTED
DON HARWELL

Mr. Gerald K. Attig
Director of Public Works
Lane County
P. O. Box 3156
Eugene, Oregon

Dear Gerry;

Confirming our telephone conversation, the B.P.R. Inspection Report for FAS 862 (Delta Highway), ER Program, was reviewed with B.P.R. representatives who tentatively agreed to approve additional work in the overflow channel providing you submitted a letter advising that this channel primarily functions as a major drainage facility and as an overflow channel during flood stages of the Willamette River. The additional work which would be considered eligible is as follows:

1. Reslope only westerly bank of channel.

2. Place additional riprap material on highway fill slope as required to protect roadway.

3. Replace guard rail which was removed during emergency period to permit dumping of rock slope protection.

The above work would be limited to the existing highway facility and not projected to provide for future construction plans such as the revised on-ramp shown on the plan you submitted this office.

As the eligible work described above is relatively limited, it is suggested you perform this with County forces rather than requesting a State contract.

Attached is a suggested letter plus a County Force Order partially filled out. If you wish to proceed with the work we described please complete the letter and Force Order by inserting proper information (including corrections of any wrong statements) and forward one copy of each to this office. Upon receipt of same

NOTED
V. R. JONES

we will submit them to the B.P.R. with a request for approval. None of the work described in the Force Order should be performed until B.P.R. approval has been obtained.

I am returning your plan and profile map of the channel work under separate cover.

Very truly yours,

H. S. Cox
County and City Engineer

By

John F. Hagemann

JFH:mm
Att.

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. 1

F. A. Project No. ER-13(1), Item 60 Date _____, 19___

Highway FAS 862, Delta Hwy

County Lane Prefix _____ Account No. _____

Description of Work To Be Done:

Overflow channel in S.W. Quadrant of Intersection of FAS 862 & FAS 860, Belt Line Rd.

Reshape westerly channel bank, approx. 0.25 mile

Place additional riprap on hwy. fill slope adjacent to channel, approx ___ cubic yards

Place Guard Rail removed during emergency. ← ? Don't know if this has already been done 4-29, emt.

Estimate of Quantities and Costs:

County Force

Labor	$
Equipment	$
Materials	$
Total	$

Explanation:

Work is relatively minor in scope & county is equipped & able to perform this work in ~~case~~ the most expeditious & economic manner.

Submitted by: _____ Approved: _____

Co Engineer ↗

Copy to L. Freeman
Lane Co.
5-6-65
JFH

Wash DC

P. B Arensmeier

Oregon

8 1 Lane

J. L. Lenker, Area Engineer

C. H. Sargent, Highway Engineer

4/13 & 20/65

DR 133(1)

Luther Freeman, Lane County Supt. of Public works

[illegible], County Bus Dr., Lane County

MAY 6 1965

NOTED
R. H. PRANCE

RECEIVED
MAY 6 - 1965
ENGINEER
[illegible] & CITY DIVISION

NOTED
H. S. COX

NOTED

[illegible]

[illegible] work under this project consists of surveys and pavement determination of facility [illegible] damaged by high water and flooding of Dunn Rte 1 mb. Other [illegible] of individual routes are described as follows:

[illegible]

[illegible] bridge in this area at visibility of intersection of Talt Line Rd. (FAS [illegible]) crossed on a curve of Willamette River tributary. [illegible] area [illegible] does generally [illegible] condition. [illegible] of shoulder [illegible] and several short sections of [illegible] pavement and intermittent erosion of the [illegible] pavement along [illegible] edge is evident of [illegible] of this. [illegible] and material along this [illegible] of flood and is [illegible] [illegible]. This work included [illegible] materials but [illegible] [illegible] directly after flood waters [illegible] of traffic after this [illegible]. Much of this was permanent repair [illegible] with county forces.

(more)

Work included on State program which is not recommended as eligible is additional right of way and re-sloping of westerly side of borrow channel. This channel was constructed as a part of original highway construction by county but primary purpose of channel being constructed in such major dimensions was to serve as pleasure boat channel to improved county park sites. It does serve as minor drainage facility but width, depth, etc., of channel is not in proportion to this function. Other damage occurred to this channel which was not included on program and is also not recommended as eligible. This is the deposition of rock and gravel on northerly side of Dolt Line Road.

[illegible] DOLT LINE ROAD

The overflow described above on FAS route 362 washed out approach fills and damaged westerly bent of structure over above mentioned channel. Emergency and permanent repairs were made by extending structure on each end with prestressed deck slab spans. This work was performed under force account contract procedures as emergency restoration. Slope protection rock was included in the embankment replacement.

[illegible] - [illegible]

Overflow of Coast Fork river eroded shoulders along short section of road just west of Interstate Route 5. Some minor permanent restoration work remains.

[illegible] - [illegible]

Major damage was sustained on this route at location known as Rocky Point where complete roadway for about 600' was washed out. Roadway was repaired as an emergency with contractor and county maintenance forces. Pavement and other minor permanent restoration remains to be completed. Emergency cost of repairs to this section have been about $9,000. Upstream from this point considerable debris was deposited on roadway and shoulders and minor embankment damage exists.

The general nature of damage up to Rocky Point was that of small cut slope and fill slope slides. Most all of these will not be in emergency repair category but permanent work had been performed without prior approval of State Force order.

One large fill slide damage area was present just westerly of railroad crossing near MP 5. The county's estimate did not cover this damage for unknown reasons. This slide may have occurred after initial flood damage was surveyed. Nevertheless it is recommended as eligible and restoration cost will approximate $3,000.

(more)

FAS 220 - JASPER - LOWELL

Damage occurring to this route was in form of eroded fill slopes at intermittent locations adjacent to Willamette River. Original slopes were evidently inadequately protected with riprap rock. Some work had been performed at some of these locations and evidence as to emergency criteria did not exist. County was advised that approval has not been granted for this work by county forces. Similar situation exists at shoulder eroded area near Mi 6 where Fall Creek overflowed roadway.

FAS 212 - MOHAWK ROAD

Mohawk River inundated roadway at several locations eroding shoulder materials. Just north of Mineola debris was deposited on road and in right of way. Most of this work has been completed as emergency repair with permanent repairs being incidental.

An old slide area had shown some accelerated activity as a result of extraordinary rainfall. Slide materials, most of which were not of emergency nature, had been removed. A plausible cost estimate has been programed for this slide which anticipates a rock buttress. Prior to approval of specific plans for this treatment some geological or soils consultant advice is recommended.

FAS 211 - [illegible]

Local drainage exceeded capacity of facilities and resultant overflow did damage to roadway facilities at three locations. Damage at two of these areas appeared to be minor. Permanent restoration had been completed on basis of being incidental to emergency repair.

FAS 221 - [illegible] Fork Road

The major damage occurring on this route was within 1/2 mile southerly of Willamette Highway (State route 58) from [illegible] of South Fork of Willamette River.

Pavement section, subgrade and shoulders were critical. Emergency repairs had been completed with much of the permanent restoration being incidental. It was noted that shoulders had been rebuilt to width in excess of current standards. This excess is not recommended as eligible.

The following roads were inspected by Charles M. Marquet, BPR, in company with Luther Freeman, Linn County, on April 20, 1965.

FAS 210 - [illegible] HIGHWAY

During the December flood extraordinary rainfall exceeded the capacities of roadside ditches, and minor tributaries adjacent

(more)

to the roadway overflowed their banks causing water to erode shoulder on the right and left. Between MP 4.23 and 4.30, the right shoulder was severely eroded; is on the outside of a curve; was a safety hazard; and permanent restoration was performed by county forces as incidental to temporary repairs. Permanent restoration of the left shoulder between MP 4.23 and 4.30 and between MP 4.35 and 4.39 remains to be performed.

The culvert at MP 3.20 is in a low fill and during the flood, it was not capable of handling the runoff. Water topped the road at this point; cut back in the shoulder and eroded the embankment at the inlet end. The embankment and shoulder should be restored to their original width.

The county representative pointed out small amounts of rock and dirt which had fallen into and along side the ditches adjacent to some cut slopes. These were not included in the original estimate or program and in view of the minor amounts involved, it was agreed that this type work is normally classified as maintenance and would be performed as such.

ER 227 - [illegible]

Flood waters from the Long Tom River and its tributaries inundated the road, deposited debris, and eroded shoulders. The shoulder at MP 1.77 has been restored and the debris at MP 2.27 has been removed as permanent restoration incidental to temporary repairs.

During the flood, the 42" culvert at MP 3.99 could not handle the water, and overflowing of the road resulted in erosion of the shoulder around the inlet end. Permanent restoration of the shoulder at this point remains to be performed.

The shoulder erosion as shown on the original estimate as $1,200 between MP 4.37 and 4.43 was not apparent and no work is needed at this location, however, the estimate for repairing the ditch and shoulder wash between MP 3.20 and 3.41 is low, and it is likely that the $1,200 mentioned above will be utilized at this location. No change in the total estimate is recommended.

ER [illegible] - [illegible]

Flood waters from the Willamette River inundated the road. Ponding and subsiding waters created high velocities which resulted in washouts along the road in several short intermittent sections (locations as shown on the estimate). Permanent restoration of the roadbed and shoulders as well as the small amount of oil mat patching was performed as incidental to temporary repairs. Some debris removal along the shoulders and minor shoulder repairs between MP 2.07 and 2.20 remains to be performed.

(more)

FAS 225 - [illegible] RD12

This road is located in an area which is normally plagued with small slides; however, heavy rainfall and runoff during the flooding period aggravated sliding conditions and caused five small cut slides and one fill slide. With the exception of correcting the fill slide at MP 9.21 to 9.23, all cut slides have been removed as temporary work, and the county does not plan any other permanent restoration work. Possibly the most economical means of correcting the fill slide is to bench the road into the hillside. The section of road above MP 9.23 was impassable prior to the flood and also at the time the original estimate was made. The $5,000 indicated on the estimate was included to cover suspected damage. The road was inspected on April 20, 1965, and is a road which is being used as a logging road. Logging equipment was in the area at the time of this inspection, and after traveling over the road, it was agreed that the road is entirely adequate as a logging road. It was agreed that the $5,000 estimate should be eliminated from the estimate.

LANE COUNTY
PROPOSED PROJECT (1966 funds)

FAS 860, Beltline Road, Willamette River Overflow Channel Bridge, $65,000.

The proposed structure will connect the westbound lane of the Delta Road, FAS 862, to the Beltline Road. It will also carry the eastbound lanes of the Beltline Road, FAS 860. The bridge will have taper from a width of 58 feet on the east end to 45-1/2 feet on the west end. The County has provided the vicinity map and has sufficient right of way.

HIWAY COMMISSION
APPROVED ON
SEP 28 1965

5/26 [illegible]
In advance of BPR [illegible]
all off [illegible] urban area rules.
~~65-1~~
5/4/65 65.9

BRIDGE PROJECT REQUESTED BY Lane COUNTY Date April 27, 1965

RECEIVED
MAY 3 - 1965
ENGINEER
COUNTY & CITY DIVISION

Is this to be a County project? ___Yes x No

Is this to be an FAS-C project? x Yes ___No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name Beltline and Delta

   FAS Number 860 & 862

2. Name of river or stream Willamette River overflow ✓

3. Name of bridge Beltline - SWW-Ramp ✓

4. Location (Please attach map with location marked):

   Section 18 Township 17S Range 3W W.M.

5. Desired width of bridge West end 45.5' East end 58.2'

6. Are sidewalks desired? ___Yes x No

7. Width of sidewalks

8. Is sidewalk desired on upstream side of bridge? ___Yes x No

9. Is sidewalk desired on downstream side of bridge? ___Yes x No

10. Does County wish a particular type of bridge design? ___Yes x No

    If "Yes," explain type desired:

11. Will County furnish any materials for bridge? ___Yes x No

    Explain:

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ___Yes ___No

13. Will County run survey and furnish vicinity map? x Yes ___No

14. Will County furnish foundation data? ___Yes x No

ccr-61-a

*15. Does County wish State Highway Department to make foundation tests at County expense? ___Yes ___No

16. Can road be closed during construction? x Yes ___No

17. Will detour be required? ___Yes x No

18. Will detour be constructed and maintained by County? ___Yes x No

19. Will detour be constructed and maintained by contractor? ___Yes x No

20. Will County construct approaches or connections? x Yes ___No

21. Will contractor construct approaches or connections under contract? ___Yes x No

22. State width of traveled roadway: 24' & 16' Width of shoulders: 4', 6' & 8'

23. Will additional right-of-way be required? ___Yes x No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ____, resolution____?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___Yes x No

26. Will old bridge remain in place? ___Yes ___No

27. Will old bridge be removed by contractor? ___Yes ___No

28. Will old bridge be removed by County? ___Yes ___No

29. Does County wish old bridge salvaged for future use? ___Yes ___No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense? ___Yes ___No

31. Does County wish State Highway Department to advertise and accept bids? x Yes ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___Yes x No

33. Does County wish complete job of illumination in project? ___Yes x No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes x No Size_____

(b) Sanitary sewer mains: ___Yes x No Size_____

(c) Storm sewer: ___Yes x No Size_____

(d) Gas mains: ___Yes x No Size_____

(e) Power lines: ___Yes x No

(f) Telephone lines: ___Yes x No

(g) Other utilities? None

35. What is desired date for letting? After July, 1965

Remarks_____

_____

_____

_____

By_____

By_____

21-11.9 Toledo-Pioneer Mt. Sec., 1966
Corvallis-Newport Hwy.
#6754 (Grading & Paving) Folder [redacted]

FORM E-123

RECEIVED
JUN 21 1968
FOR FILING

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 21, 1968

Mr. Jason Lee
Masonic Building
495 State Street
Salem, Oregon 97301

RE: Toledo-Pioneer Mountain
Contract No. 6754
Rock Hauling Claim

Dear Sir:

We have considered your May 24 letter and its attachment. We try to be fair and objective concerning contract adjustments, but we still have serious question whether the situation here justifies an adjustment.

The diary information submitted from Reid Bros. Trucking does not constitute timely notice to the Highway Department. We cannot confirm from the records at our disposal that the State's action or lack of it caused the claimed delay to the trucks on the two occasions cited. We note that the Reid diary items refer to delays of 45 minutes rather than the one hour claimed. If you can agree that timely notice is a proper requirement and is correctly set forth by Section 9-6, I hope you will understand our position on these two parts of the claim. The difficulties we both encounter reconstructing the pertinent details of these matters at this late date emphasizes the importance of timely notice.

Somewhat similar circumstances surround the remaining part of the claim concerning the rock haul to Station 400 - 407. Apparently our people tried to respond correctly to the conditions at the time by sanctioning and approving Price Agreement No. 6 which covered an increase in base rock quantity in that vicinity and at an increase in compensation above the contract price. We believe some part of the material involved in Price Agreement No. 6 is related to the material which is the basis of your claim. Your communications so far have not acknowledged the existence of the Price Agreement No. 6. We attach a copy for your information.

NOTED
F. B. KLABOE

We must again respectfully deny all three parts of this claim.

Very truly yours,

Forrest Cooper
State Highway Engineer

RECEIVED
JUN 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

By F. D. Morgan
F. D. Morgan
Construction Engineer

JAB:fw
Attach.
bc: F. B. Klaboe
R. D. Asburry

cc: Mr. C. R. O'Neil

FORM E-123X (10M) 8-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

PERMIT

MAY 14 1968

21-11-27
6754

FILED
MAY 9 1968
CLAY MYERS
SECRETARY OF STATE

Claim File 4384

RECEIVED
MAY 9 11 40 AM '68
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 9, 1968

Mr. Vernon L. Burda
Attorney at Law
695 Commercial Street S. E.
Salem, Oregon 97301

NOTED ON CARD

Dear Mr. Burda:

This is to acknowledge receipt of your letter of May 7 and attached Notice of Claim stating that C. R. O'Neil owes Rock & Sand, Inc., for drilling and shooting costs in the amount of $21,177 plus interest.

This appears to be in reference to the C. R. O'Neil Contract No. 6754 for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

The Great American Insurance Company through Wells-Reed-Wood-West Company, 412 Failing Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also file it with the Secretary of State.

Please advise this office when this claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Great American Insurance Company
Wells-Reed-Wood-West Company
C. R. O'Neil
Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the attached copy of this letter.

RECEIVED
MAY 13 1968
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

(Oregon State Highway Contract No. 6754)

To: Secretary of State, State of Oregon
and
Clerk, Oregon State Highway Commission, Salem, Oregon

NOTICE IS HEREBY GIVEN that the undersigned, ROCK & SAND, INC., a Washington corporation, with its principal office and place of business in Seattle, Washington, has a claim for drilling and shooting costs, as part of Oregon State Highway Contract No. 6754- Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway, Lincoln County, Oregon, under authority of a subcontract between ROCK & SAND, INC., and C. R. O'NEIL, an Oregon corporation, for which drilling and shooting costs C. R. O'NEIL is indebted to ROCK & SAND, INC. for the sum of $21,177.00, no part of which has been paid, leaving a balance of $21,177.00 plus interest at 6% per annum from November 29, 1967, until paid, which sum ROCK & SAND, INC. claims against the bond taken from C. R. O'NEIL as principal and The Great American Insurance Company as surety, for work specified in Oregon State Highway Contract No. 6754.

Dated this 27th day of May, 1968.

ROCK & SAND, INC.

BY _____

RECEIVED
MAY 3 - 1968
OREGON

Subscribed and sworn to before me this 27th day of May, 1968, in the State of Oregon and County of Marion.

_____
Notary Public for Oregon
My Commission Expires: Aug 22, 1970

Receipt of the above notice is hereby acknowledged the _____ day of _____, 1968.

OREGON STATE HIGHWAY COMMISSION

BY _____

_____
Title

FORM E-1233 10M 6-67
RECEIVED
APR 5

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 4, 1968

Mr. C. R. O'Neil
Route 2 Box 95
Creswell, Oregon 97426

RE: Toledo-Pioneer Mountain
Contract No. 6754

Dear Mr. O'Neil:

We have tried to investigate the circumstances and background of the rock hauling claim on this project which you submitted to Mr. Query under date of February 9, 1968. I think you can appreciate the difficulty we encountered at this late date in trying to establish the facts related to Parts 2 and 3 of the claim.

We do not believe any of the three parts of the claim are measurement and payment discrepancies covered by Section 9-16. So far as we can determine, timely notice was not given in accordance with Section 9-6. You will note that Section 9-16 refers to this other part of the General Specifications and the nature of these claims would seem to be within the scope of 9-6. Therefore with reference to Parts 2 and 3, we cannot agree that there is a valid basis for adjustment and furthermore cannot confirm that the alleged delays described in the claim actually occurred and were caused by the State.

With reference to Part 1, we note that Price Agreement 6 authorized the furnishing and placing of additional base rock, some of it within the limits stated in the claim. This Price Agreement also authorized an increase in unit payment compared to the bid price and at least some part of the 8,500 tons stated in the claim therefore appears to be already covered by this Price Agreement. Furthermore, the claim is apparently derived on the basis of 20 cents per ton mile (10 cents per ton for one-half mile). This is an unjustifiably high unit rate for hauling.

We must respectfully deny payment of the claim as presented. If you wish to present additional information, I suggest it be done first by letter and perhaps followed by a meeting if necessary.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

JAB:fw

bc: F. B. Klaboe
R. D. Asburry

RECEIVED
FEB 14 1968

21-11-29
4751

February 14, 1968

McCluskey, Macpherson & Osterlund
Attorneys at Law
182 South Main Street
Toledo, Oregon 97391

Attention: Mr. Gordon L. Macpherson

Gentlemen:

Thank you for your letter of February 8 on behalf of Jantzi Tires, Inc. stating that you are withdrawing the claim previously filed in July 1967.

You state this is in connection with the C. R. O'Neil Contract No. 6754 for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

Our records indicate that the claims you filed are as follows:

For tires and service rendered to G. A. Lewis, subcontractor, in the amount of $3,139.48 inclusive of interest.

For tires and service rendered to Reid Bros. Trucking Company, Inc., subcontractor, in the amount of $840.01 inclusive of interest.

Damage of entrance road to claimant's property by Reid Bros., Inc. in the amount of $5,000.

We will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Unery, Secretary
OREGON STATE HIGHWAY COMMISSION

cc C. R O'Neil
Great American Insurance Company
Wells-Reed-Weed-West Company
Commissioners

CWH:fkn

NOTE ON CARD
2-14-68

McCLUSKEY, MACPHERSON & OSTERLUND
ATTORNEYS AT LAW
182 SOUTH MAIN STREET
TOLEDO OREGON 97391

TELEPHONE 336-2112
AREA CODE 503

G. B. McCLUSKEY
GORDON L. MACPHERSON
PAUL B. OSTERLUND

February 8, 1968

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Re: Contract No. 6754, Toledo - Pioneer Mountain section of Corvallis - Newport Highway in Lincoln County, Oregon

Dear Mr. Query:

On behalf of John Jantzi, President of John Jantzi Tires, Inc., an Oregon corporation, we wish to notify you that we are withdrawing the claim previously filed in the above-entitled matter against the bond of C. R. O'Neil, the prime contractor on Contract No. 6754, which claim was contained in a letter addressed to you dated July 19, 1967.

Sincerely,

McCLUSKEY, MACPHERSON & OSTERLUND

By Gordon L. Macpherson

JOHN JANTZI TIRES, INC.

By Gordon L. Macpherson, Sec.

GLM:bjs

NOTED
FLOYD QUERY

RECEIVED
FEB 9 1968
OREGON
STATE HIGHWAY COMM'SSION

RECEIVED
FEB 13 1968

21-1127
6754

February 13, 1968

Mr. C. R. O'Neil
General Contractor
Route 2, Box 95
Creswell, Oregon 97426

Dear Mr. O'Neil:

This is to acknowledge receipt of your letter of February 9 and G. A. Lewis and Sons, Inc. attached letter of February 8 concerning your claim which you are submitting under the provisions of Article 9.16 of the Standard Specifications.

You state this is in connection with your Contract No. 6754, the Toledo-Pioneer Mountain Section in Lincoln County.

Your letters are being referred to Mr. F. D. Morgan, Construction Engineer.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Mr. F. D. Morgan

CWH:fkn

C. R. O'NEIL
GENERAL CONTRACTOR
895-2911
ROUTE 2, BOX 95
CRESWELL, OREGON 97426

February 9, 1968

Mr. Floyd Query
Secretary
Oregon State Highway Department
Salem, Oregon 97310

Re: OSHD Contract #6754

Dear Mr. Query:

I am enclosing claim letter received from G. A. Lewis & Sons, Inc., a second tier subcontractor on the above-noted job.

We have agreed to submit this claim under the provisions of Article 9.16 of the Standard Specifications for 1964.

You are authorized to discuss this matter personally with the representatives of the G. A. Lewis & Sons, Inc. organization if you so desire. You are further authorized to contact Mr. Jason Lee, attorney at law, who represents Lewis, if you have any further questions with respect thereto.

You will notice the request for a conference with the Construction Division. We approve such procedure. We will be present at such a meeting if you so desire. Be advised that G. A. Lewis has our authority to proceed in our name in prosecuting this claim.

Very truly yours,

C. R. O'NEIL

cc - Mr. Jason Lee
Attorney at Law
495 State Street
Salem, Oregon
cc - Rock & Sand, Inc.
cc - Reid Bros.
cc - Mr. Norman B. Kobin

RECEIVED
FEB 13 1968
OREGON
STATE HIGHWAY COMMISSION

February 8, 1968
1190 Candlewood Drive, N.E.
Salem, Oregon

Mr. C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

Re: OSHD C#6754

Dear Mr. O'Neil:

In accordance with the provision of Article 9.16 of the OSHD specifications for 1964, it is requested that the following claims be submitted to the OSHD.

1. Hauling of 8,500 tons of crushed rock to slide area at station 400-407 which required a haul in excess of one-half mile additional distance over the average haul contracted at .60¢ per ton. Compensation for additional haul @ .10¢ per ton, being $850.00.

2. December 27, 1966, seven (7) loaded trucks were required to wait substantially one hour while the engineer made a last minute re-survey of a grade change. Truck time lost 7 hours @ $11.00 per hour for $77.00.

3. December 28, 1966, seven (7) loaded trucks were required to wait substantially one hour because the OSHD weigh master was not present at the scales to weigh the trucks. Truck time lost 7 hours @ $11.00 per hour for $77.00.

The combined total is $1,004.00.

It is suggested that you request that this matter be set for conference with the construction division.

Yours truly,

G. A. LEWIS & SONS, INC.
By: G. A. Lewis Secretary

JL/m
CC: Jason Lee
Attorney at Law
215 Masonic Building
Salem, Oregon 97301

RECEIVED
FEB 13 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 30 1968
FOR FILE

21-1127

6754

January 30, 1968

Mr. Jason Lee
Masonic Building
495 State Street
Salem, Oregon 97301

Dear Mr. Lee:

Thank you for your letter of January 26 advising us to expunge the claim filed by G. A. Lewis & Sons, Inc., dated December 6, 1967, in the amount of $6,005.

Our records indicate that this is in reference to the C. R. O'Neil Contract No. 6754 for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

This information is being noted in our records, and we will advise the surety and principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Great American Insurance Company
Wells-Reed-Wood-West Company
C. R. O'Neil
Commissioners

CWH:wln

NOTED ON CARD
wln

LAW OFFICES OF
JASON LEE
MASONIC BUILDING
495 STATE STREET
SALEM, OREGON
97301
TELEPHONE 364-4434

January 26, 1968

Mr. Floyd Query
Secretary to Highway Commission
Highway Building
Salem, Oregon

Re: C. R. O'Neil
Contract #6754

Dear Mr. Query:

This letter is written to expunge the claim filed by G. A. Lewis & Sons, Inc., dated December 6, 1967, for $6,005.00.

No further claim against the bond of C. R. O'Neil will be made.

However, there are further claims that my client will present to your commission.

Yours truly,

JASON LEE

JL/m
CC: Great American Insurance Company
510 Morgan Building
Portland, Oregon

Norman B. Kobin
Attorney at Law
314 Oregon Bank Building
Portland, Oregon 97204

Glen A. Lewis
1190 Candlewood Drive, N.E.
Salem, Oregon

Cec, please handle
FG

NOTED
FLOYD QUERY

NOTED
G. W. HEAD

RECEIVED
JAN 29 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 22 1968
FOR

21-1129

6754

January 19, 1968

Walls-Reed-Wood-West Company
412 Failing Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $643.34 will be made to C. R. O'Neil on Contract No. 6754 for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,949,433.14, including the post-final payment. Of the total $183,062.42 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

gc

cc: C. R. O'Neil
Route 2, Box 95
Creswell, Oregon 97426

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

C. H. Maison
Attn: John Herr

RECEIVED
JAN 17 1968
FOREMAN

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

223-1108

FOREMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
JACK L. JOYCE
LEO LEVENSON
OF COUNSEL

21-1129
6754

January 15, 1968

Bodie, Minturn & Glantz
Attorneys at Law
P. O. Box 356
Prineville, Oregon 97754

Gentlemen:

We represent C. R. O'Neil. We have the letter of January 4, 1968, which you state you wrote on behalf of Reid Bros., Inc.

If I understand correctly, the facts are these:

1) Reid Bros. and Rock & Sand, as a joint venture, subcontracted crushing, hauling and placing of surfacing material on an OSHD job. O'Neil was the prime.

2) Reid and Rock & Sand posted a 100% Subcontractor's Bond with United Pacific Insurance Co., with O'Neil as obligee.

3) Certain moneys would be payable to the subcontractor but for the fact that:

a) Reid Bros. executed an assignment of all moneys owing to it to National Bank of Commerce. We have not been advised that this assignment has been cancelled.

b) G. A. Lewis & Sons, Inc. and John Jantzi claim that Reid Bros. and Rock & Sand, Inc. are indebted to them in substantial sums of money. They have filed claims against the bond of O'Neil delivered in accordance with Chapter 279 ORS. Indeed, we have received a demand letter from Jason Lee, representing Lewis, dated January 8, 1968. A copy was directed to Reid and Rock & Sand. Legal action is threatened. I enclose a copy of my response.

From the foregoing, it would appear:

cc

UNITED
FLOYD QUERY

Mr. O'Neil has the right to withhold payments to the joint venture subcontractors until he has been assured that both he and his surety, Great American, have been exonerated of any bond liability by either securing of a release or a legal determination. I suggest that although the joint venture has delivered a subcontractor's bond, that (a) the bond is not cashable, and (b) undoubtedly the principals on the bond would not desire to be embarrassed by suggesting its bonding company pay these claims. In any event, O'Neil is entitled to appropriate assurances of full and complete indemnity against these claims and any costs and expenses resulting therefrom.

O'Neil delivered certain checks to his subcontractors in the manner in which he did as an accommodation only to your clients in order to assist in the expeditious settlement of disputes which exist between the joint venture subcontractors and people making claim against them.

I am sending a copy of this letter to United Pacific Insurance Co., surety for the joint venture subcontractor, so that it will be advised of the claims being made and to take such action as it may deem necessary.

Mr. O'Neil is willing to cooperate in whatever way he can to assist his subcontractor in settling its differences with its creditors. He obviously should not be required to waive any position afforded to him under the applicable law.

I would welcome any suggestions you may make consistent with the foregoing.

Very truly yours,

KOBIN & MEYER

/s/ Norman B. Kobin

Norman B. Kobin

NBK/dc
cc - Rock & Sand, Inc.
- United Pacific Insurance Co.
- Great American Insurance Co.
- Mr. C. R. O'Neil
- Mr. Floyd Query ✓

RECEIVED
JAN 17 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 10 1968
FOR FILING

21-1129
6754

LAW OFFICES OF
JASON LEE
MASONIC BUILDING
495 STATE STREET
SALEM, OREGON
TELEPHONE 364-4424

January 8, 1968

Great American Insurance Company
417 Failing Building
Portland, Oregon

Re: C. R. O'Neil
Contract No. 6754

Gentlemen:

This office has been retained by G. A. Lewis & Sons,Inc., to take such legal action as may be necessary to collect the $5,932.40 which was itemized in the claim filed by my clients with the Oregon State Highway Commission December 6, 1967, for the O'Neil Contract #6754 in the amount of $6,005.00 from which there is an acknowledged set-off due in the amount of $72.60 leaving unpaid balance thereon in the sum of $5,932.40 on which contract you carry the bond.

I have before me a copy of Mr. O'Neil's letter of December 21, 1967, to Rock and Sand, Inc.; and Reid Brothers, Inc., transmitting a check payable to each of the said parties and G. A. Lewis & Sons, Inc., in said amount of $5,932.40.

However, Reid Brothers, Inc., have refused to endorse the check because they apparently failed to put in for the additional compensation for the items set forth in my clients claim of December 6, 1967, as they had agreed to do when the work was undertaken by my clients following the earth slide which caused this extra expense.

Since my clients claim is basically against the job and the prime contractor,C. R. O'Neil, for whom you wrote the bond, I am placing you upon notice concerning these matters before commencing legal action against C. R. O'Neil based upon his ultimate responsibility for payment of this claim.

In reviewing the accounts and records of my clients, I find that they failed to include in their claim of December 6, 1967, an additional 24 hours of hauling for filling the hole left by the pug mill and for hauling gravel to the Northwest Gas Company roadway which was damaged by the gravel stockpile at Toledo, Oregon, used for performance of this Contract No. 6754.

cc

NOTED
FLOYD OUERY

However, if the balance of $5,932.40 is promptly paid, these further items will be waived but; otherwise, all parties concerned are hereby placed upon notice that further claim will be made for said 24 hours of hauling at $11.00 per hour for total of $264.00.

Mr. O'Neil's superintendent on the job, commonly known as "Howard", had full knowledge of the agreement for the additional compensation that was to be paid to my clients and approved the same.

The failure of Reid Brothers, Inc., to put in for this additional expense due to the slide and consequent refusal to endorse the check is not a good defense and my clients look directly to you and C. R. O'Neil for immediate settlement by check payable to G. A. Lewis & Sons, Inc., only, for $5,932.40.

It is urgent that you and C. R. O'Neil give this matter your immediate attention or action will be commenced on or immediately after February 1, 1968, without further notice.

Yours truly,

JASON LEE

JL/m
CC: C. R. O'Neil
Route 2, Box 95, Creswell, Oregon 97426

Reid Brothers, Inc.
P.O. Box 66, Prineville, Oregon 97754

Rock & Sand, Inc.
6518 Ravenna Avenue, N.E., Seattle, Washington 98115

Oregon State Highway Commission
Attn: Mr. Floyd Query
Salem, Oregon 97310

RECEIVED
JAN - 9 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 26 1967
FOR FILING

21-1129

6754

December 26, 1967

Newport Supply Company
949 N. Coast Highway
Newport, Oregon 97365

Gentlemen:

Thank you for your letter of December 18 advising us that your claim against Reid Brothers, Inc., in the amount of $759.49 is now paid in full.

Our records indicate that this is in connection with the C. R. O'Neil Contract No. 6754 for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

This information is being noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Great American Insurance Company
Wells-Reed-Wood-West Company
C. R. O'Neil
Commissioners

CWH:gc

NOTED ON CARD
K. C.
12-26-67

December 18, 1967

C.R. O'Neil General Contractor
Route 2, Box 95
Creswell, Oregon

Gentlemen;

In reply to your letter to this company dated December 12, 1967, the claim this company filed with the Oregon State Highway Department against State Contract No. 6754 for the amount of $759.49 against Reid Brothers, Inc. is now paid in full.

Thanking you for your prompt action in regards to this matter, I remain

Sincerely,

N.R. Claiborne
Credit Manager

cc: Oregon State Highway Department
Att: Floyd Query

cc

NOTED
FLOYD QUERY

RECEIVED
DEC 20 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
DEC 11 1967

FOR FILING

21-1127

6754

December 11, 1967

C. E. O'Neil
General Contractor
Route 2, Box 95
Creswell, Oregon 97426

Attention: Vernon C. Akins
Office Manager

Gentlemen:

Attached are copies of claims which have been filed in this office against State Highway Contract 6754 awarded to you.

The claims which have been lined out are those on which we have been notified of payment. It may be that some of the others have been satisfied as we are not always advised when claims are paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:wlm

Attachments

File Copy

Contract No. 6754

11-5-66 Statement from Ralph L. Ross re Reed Brothers owing $78.37
12-8-66 Ackn. above statement. cc: Surety, Agent, Contractor, and Secretary of State for filing. Filed 12/5/66. No. 4258
12-10-66 Letter from Smith Transfer re payment in the amount of $3,105 from Reid Brothers, Inc.
12-13-66 Ack'd. above letter. cc: Surety, Agent, and Contractor.
12-12-66 Claim letter from Newport Supply Co. re Reid Brothers (Subcontractors) owing $759.49 for supplies.
12-13-66 Ack'd. above letter. cc: Surety, Agent, Contractor, and Secretary of State for filing. Filed 12-14-66. No. 4259
12-12-66 Letter from Air Mac, Inc., re Reid Brothers Trucking Co. paying $2,541 for equipment rental and $496.33 for repair of parts.
12-14-66 Ackn. above letter. cc: Surety, Agent, contractor
1-9-67 Letter from Ralph L. Ross re Reed bros. paying $78.37.
1-11-67 Ackn. above letter cc: Surety, Agent, contractor
1-19-67 Letter and invoice from Smith Transfer, Inc., re Rock & Sand, Inc., owing $178.84 for equipment hauling.
1-20-67 Ackn. above letter cc: Surety, agent, contractor, and Secretary of State for filing. Filed 1/23/67. No. 4273

Contract No. 6754

~~11-18-66 Invoice from Otis Braxling re Rock & Sand Inc. (subcontractor, owing $378.20.~~
~~11-29-66 Ackn. above invoice. cc: Surety, Agent, Contractor,~~ Secretary of State for filing. ~~Filed 12-1-66. No. 4245~~
~~11-18-66 Invoice from Art Braxling re Rock & Sand Inc. (subcontractor, owing $498.00.~~
~~11-29-66 Ackn. above invoice. cc: Surety, Agent, Contractor,~~ Secretary of State for filing. ~~Filed 12/1/66. No. 4246~~
~~11-18-66 Invoice from Wayne Braxling re Rock & Sand Inc. (subcontractor) owing $680.16.~~
~~11-29-66 Ackn. above invoice. cc: Surety, Agent, Contractor,~~ Secretary of State for filing. ~~Filed 12-1-66. No. 4247~~
~~11-28-66 Invoice from Smith Transfer, Inc., re owing $3,105 for~~ fill dirt delivered to a stock pile near US 20 and ORE 118.
~~12-1-66 Ackn. above invoice. cc: surety, agent, contractor, and~~ Secretary of State for filing. ~~Filed 12-2-66. No. 4249~~
~~11-23-66 Claim letter from Reid Brothers Trucking Co.~~ Air Mac, Inc. re ~~owing~~ $2,541 for equipment rental and ~~$496.33 for repair of parts~~ on Ingram roller.
~~12-1-66 Ackn. above claim letter. cc: Surety, Agent, Contractor,~~ and ~~Secretary of State for filing. Filed 12/2/66. No. 4248~~

Contract No. 6754

~~3-3-67 Letter from Art Braxling re payment in full by Rock and Sand, Inc in the amount of $498.~~
~~3-10-67 Ack'd. above letter. cc: surety, agent and contractor.~~
~~3-6-67 Letter from Wayne Braxling re payment in the amount of $680.16.~~
~~3-10-67 Ack'd above letter. cc: surety, agent, and contractor.~~
~~Letter from Otis Braxling re payment in full by Rock and Sand, Inc., in the amount of $378.30.~~
~~3-10-67 Ack'd above letter. cc: surety, agent, and contractor.~~
7-19-67 Letter & Notice of Claim from McCluskey, Macpherson & Osterlund for their client, John Jantzi Tires, Inc. re G. A. Lewis, subcontractor, owing $3,139.48 inclusive of interest for tires and service rendered. Reid Bros. Truck. Company, Inc., subcontractor, owing $840.01 inclusive of interest, for tires and service rendered, and owing $5,000 for damage to entrance road to claimant's property.
7-21-67 Ack. above letter. cc: surety, agent and contractor, Sec. of State for filing. Filed 7/24/67. No. 4310

12-6-67 Claim letter from G.A. Lewis & Sons, Inc. re C.R. O'Neil, Rock & Sand Inc., & Reid Bros., Inc., owing $6,005 for hauling rock.
12-8-67 Ackn. above claim letter. cc surety, agent, contractor & Sec. of State for filing.

C. R. O'NEIL
GENERAL CONTRACTOR
895-2911
ROUTE 2, BOX 95
CRESWELL, OREGON 97426

December 9, 1967

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Re: State Contract No. 6754
Toledo-Pioneer Mt. Section,
Corvallis-Newport Highway

Dear Sir:

Will you at your very earliest convenience furnish me a list of all the claims and amounts on the above noted State Project, which have been filed with your department, and have not been settled as of this date.

This information I will appreciate receiving as soon as you can possibly get it to me. I have a number of them here, but want to make sure that I have not missed any, also I am not sure just which ones have been satisfied.

Thank you very much for your cooperation.

Very truly yours,
C. R. O'Neil
Vernon C. Akins
Vernon C. Akins
Office Manager

RECEIVED
DEC 11 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

FORM F-1238 10-6 6-67

RECEIVED
DEC 15 1967
COMMISSIONERS

GLENN D. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

RECEIVED
DEC 1967
21-1129
6754 Claim File
NO. 4346

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
DEC 11 10 59 AM '67
CLAY MYERS
SECRETARY OF STATE

December 8, 1967

G. A. Lewis and Sons, Inc.
P. O. Box 7293
Salem, Oregon 97303

Gentlemen:

This is to acknowledge receipt of your claim letter of December 6 informing us that C. R. O'Neil, Rock and Sand Inc., and Reid Brothers, Inc., owes you for hauling of rock in the amount of $6,005.

You state this is in connection with the C.R. O'Neil Contract No. 6754 for grading and paving the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

The Great American Insurance Company through Wells-Reed-Wood-West Company, 412 Failing Building, Portland, furnished the performance bond on this contract which is given to assure completion of the project and payment of all bills incurred in it. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

Floyd Lucky, Secretary
OREGON STATE HIGHWAY COMMISSION

cc C. R. O'Neil
Great American Insurance Company
Wells-Reed-Wood-West Company

Hon. Clay Myers - Please acknowledge receipt of attached claim on enclosed copy of this letter.

NOTED ON CARD

RECEIVED
DEC 12 1967
OREGON
STATE HIGHWAY COMMISSION

December 6, 1967

G.A. Lewis & Sons, Inc.
P.O. Box 7293
Salem, Oregon 97303

Oregon State Highway Department
Secretary Oregon State Hgwy. Dept.
ATTENTION: Mr. Floyd Query

Gentlemen: RE:OSHD C#6754

Listed herein is a resume of amounts due and owing us for work performed on the above job by the following Contractors; C.R. O'Neil, Creswell, Oregon-Rock & Sand Inc. Seattle, Washington-&-Reid Brothers Inc. Prineville, Oregon.

Retainage_ _ _ _ _ _ _ _ _ _ _ _ _ _	$ 3,480.00
8,500 tons of rock hauled on slide area from Iron Mt. Quarry_	1,700.00

This amount is the difference between the amount paid and the amount still due. We were paid at the rate of .$.60 per ton. This amount was npt part of our original contract as the road slid out and had to be re-surfaced. It was agreed we were to receive additional compensation for this haul by T.O. Reid, Reid Brothers Inc. and we feel that $.20 per ton additional is a resonable and just amount.

September 16, 1966- Haul Quarry rock for Pug Mill Base(Toledo) 176.00
Total hours for this haul was 32 (thirty-two) of which we were paid 16 (sixteen) leaving a balance of 16 (sixteen) hours due. Listed are the Truckers and the hours for each which we paid to them at the rate of $11.00 per hour.

Rainbow Trucking	4 Hrs.	A.J. Waldkirch	5 hrs.
Roy Flanery	4½ "	Walt Bennett	7½ "
R. Philbrick	8 "	G.A. Lewis	3 "

October 18, 1966 Haul Quarry Rock from the top of Iron Mt. to Pug Mill at the base of hill. 5 (five) trucks 1 (one) hour each @11.00 per hr. 55.00

June 13, 1967 Hauling on cleanup for C.R. O'Neil	5 hrs.@12.10	60.50
July 6, 1967 " " " " " " " " "	1 " " "	12.10

We were on call from the time of the first slide until the rip rap was in place and were unable to contract other work. Due to this we feel we are entitled to a certain amount of compensation for stand by time. We feel the following amount is reasonable and just for approximately 60 (sixty) days of being on call with at least 5 (five) dump trucks. 520.00

TOTAL AMOUNT $ 6,005.00

COPYS:
C.R. O'Neil
ROCK & Sand Inc.
Reid Brothers, Inc.

RECEIVED
DEC 7 - 1967
STATE HIGHWAY COMMISSION

Sincerely,

G.A. Lewis & Sons, Inc.
by _____ SEC/TREAS.

RECEIVED
NOV 30 1967
FOR FILING
21-1129
6754

November 30, 1967

Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon

Gentlemen:

Contract No. 6754 awarded to C. R. O'Neil for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County was completed on July 26, 1967, and accepted by the Highway Commission on November 29, 1967.

Final payment in the amount of $54,338.87 will be released to the contractor after December 7, 1967. The total contract amount is $1,948,789.80 including $183,062.42 for work performed under force account.

You have been advised previously that claims have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Mr. C. R. O'Neil
Route 2, Box 95
Creswell, Oregon 97426

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 30 1967

21-1129
6754

November 29, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed July 26, 1967, on Contract No. 6754. The contract was with C. R. O'Neil, and was for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 29, 1967, and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb:jes

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

21-1129

FORM S-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Toledo-Pioneer Mountain		WEEK ENDING: 29 Sep 67
		SECTION PREFIX: 21-1129
HIGHWAY: Corvallis-Newport		COUNTY: Lincoln
NAME OF JOB: Toledo-Pioneer Mountain	KIND OF WORK: Grading & Paving	
CONTRACTOR: C. R. O'Neil	CONTRACT NUMBER: 6754	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 7 Jan 66	DATE WORK STARTED: 25 Jan 66	ESTIMATED COMPLETION DATE: - - - -
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 570	CALENDAR DAYS USED 551
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 97
PROJECT AUTHORIZATION: $2,096,935.56		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $1,959,565.90	ENGINEERING AUTHORIZATION $137,369.66	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $2,008,307.35	ENGINEERING COST TO DATE $144,632.64	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN UNDERRUN 2.7 %	PERCENT OF AUTHORIZATION 105 %	DATE PROJECT WAS COMPLETED: 7/26/67 Semi-final was submitted 9-28-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.69	3.69			3.69
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.69	3.69			3.69
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,195,000	156,400			20,000
TOTAL QUANTITIES CORRECTED TO DATE	1,162,974	180,109			23,583
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,162,974	180,109			23,583
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear			
TUESDAY	Clear			
WEDNESDAY	Overcast			
THURSDAY	Overcast			
FRIDAY	Rain			
SATURDAY				

Routing
Docker
Bond
Barbee
Walker
Swan
Scott

RECEIVED
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No activity on this project by Contractor this week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final was completed and turned in to Salem on Thursday.

This is the final Weekly Report on this project.

SIGNED H. H. Gatterman LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JUL 26 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
21-112
Claim File No. 4310
FILED
JUL 24 1967
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JUL 24 8 36 AM '67
CLAY MYERS
SECRETARY OF STATE

July 21, 1967

McCluskey, Macpherson & Osterlund
Attorneys at Law
182 South Main Street
Toledo, Oregon 97391

NOTED ON CARD

Attention: Mr. Gordon L. Macpherson

Gentlemen:

This is to acknowledge receipt of your letter of July 19 and attached Notice of Claim of your client, John Jantzi Tires, Inc. From the description in your letter this appears to be in reference to the C. R. O'Neil Contract No. 6754 for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

The claims outlined by John Jantzi Tires, Inc., are as follows:

For tires and service rendered to G. A. Lewis, subcontractor, in the amount of $3,139.48 inclusive of interest.

For tires and service rendered to Reid Bros. Trucking Company, Inc., subcontractor, in the amount of $840.01 inclusive of interest.

Damage of entrance road to claimant's property by Reid Bros., Inc., in the amount of $5,000.

The Great American Insurance Company through Wells-Reed-Wood-West Company, 412 Failing Bldg., Portland, furnished the performance bond on this contract. We will advise them of the receipt of your client's claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been paid.

RECEIVED
JUL 25 1967
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Great American Insurance Co.
Wells-Reed-Wood-West Company
C. R. O'Neil

Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the attached copy of this letter.

Newport Highway
Toledo, Oregon
July 19, 1967

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Re: Contract No. 6754, Toledo - Pioneer Mountain Section of Corvallis - Newport Highway in Lincoln County, Oregon

Dear Mr. Query:

As President of John Jantzi Tires, Inc., an Oregon corporation, we wish to place your department on notice that said corporation claims a lien for services and materials rendered to subcontractors of C. R. O'Neil, of Route 1, Box 95, Creswell, Oregon, the prime contractor upon the above-entitled job.

For tires and service rendered to G. A. Lewis, 1190 Candlewood Drive, Salem, Oregon, a subcontractor of the said C. R. O'Neil, we claim a balance owing of $3,139.48 inclusive of interest on the account for materials and services rendered to the said G. A. Lewis used in connection with the above-entitled contract.

For tires and service rendered to Reid Bros. Trucking Company, Inc., of P. O. Box 66, Prineville, Oregon, a subcontractor of C. R. O'Neil, we claim a balance owing of $840.01 inclusive of interest on the account for materials and services rendered to the said Reid Bros. Trucking Company, Inc., used in connection with the above-entitled contract. Also, pursuant to the written provisions of a lease agreement between the said Reid Eros, Inc., an Oregon corporation, and John Jantzi Tires, Inc., the said Reid Bros. leased that piece of real property in Lincoln County, Oregon, belonging to your claimant for use in connection with stockpiling rock for use on the above-entitled contract. That as a part of said lease, the said Reid Bros., Inc., were to keep the premises in a state of repair and not allow the same to be damaged, and were further to level the leased premises to the extent that they appeared to be visually level with the presently existing premises of your claimant which adjoin the property which was leased. That the said Reid Bros., Inc., have allowed the

Mr. Floyd Query, Secretary
Oregon State Highway Commission

July 19, 1967

Re: Contract No. 6754

entrance road to your claimant's property to fall into a state of disrepair due to their excessive usage and have failed and neglected to fill the leased property as required by the lease agreement all to the damage of your claimant in the sum of $5,000.00. Therefore, your claimant claims an additional sum due from Reid Bros., Inc., in that amount.

I am assuming that the foregoing letter is sufficient to satisfy the requirements of your department with regard to claiming a lien in such cases against monies owed by the State of Oregon to the contractor and subcontractor involved in the contract. Should there be any deficiencies in this notice, we would appreciate your notifying us immediately so the same may be corrected.

Sincerely,

JOHN JANTZI TIRES, INC.

By _____ President

JJJ:br

RECEIVED
JUL 10 1967
STATE HIGHWAY COMMISSION

RECEIVED
JUL 7 - 1967
FOR FILING
21-1121
6154

July 6, 1967

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6754, the Toledo-Pioneer Mountain grading and paving project on the Corvallis-Newport Highway in Lincoln County is anticipated. C. R. O'Neil of Creswell is the contractor. This is a State project for which the original project authorization was $1,907,067.37. The present anticipated cost is $2,096,935.56, indicating an overrun of $189,868.19 or 9.96 percent.

The major reason for this overrun is slide correction work which was not anticipated in the original project authorization. Extra work in connection with slide repair amounted to more than $293,000.00 and exceeded the original authorization in excess of $193,000.00.

This request for an additional authorization will be presented to you at the July 24 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

DES:nn fn

FORM S-30 REM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 28, 1967

SUBJECT: Overrun of Project Authorization
Toledo-Pioneer Mountain Section
Corvallis-Newport Highway
Contract 6754

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

Attached is a report on an expected overrun of the project authorization on the subject contract. This project is for grading and paving and is under contract to C. R. O'Neil of Creswell. The original project authorization was $1,907,067.37. The present anticipated cost is $2,096,935.56, indicating an overrun of $189,868.19 or 9.96%.

The major reason for this overrun is slide correction work in excess of what had been anticipated. Slide correction work orders exceeded the anticipated amount by more than $193,000.00. ($100,000.00 was included in the original project authorization). The slides also required additional 3/4"-0 leveling material in order to correct localized settlement problems.

It is recommended that the project authorization be increased by $189,868.19. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond

John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

NOTED
F. B. KLABOE

RECEIVED
JUL 12 1967
FORM E-90X — 50M — 7-66

F. B. Kaber

SP 23811-734

FOR FILING

21-1129

6154

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 5, 1967

To: Mr. Frank D. Morgan
Construction Engineer
Department

SUBJECT: Public Notice
Opening Toledo By-Pass
Corvallis-Newport Highway

It is presently tentatively contemplated that the subject section will be open to through traffic Wednesday July 12, 1967. It would be well that a news release be made. For this purpose attached is a report from H. H. Patterson giving some statistical data together with a proposed draft of a release.

I will reconfirm the actual date and time of opening later this week and will telephone this information.

Yours

R. D. Asbury
Division Engineer

By

Gerald W. Wimer
Assistant Division Engineer

GWW/bdr

cc: H. C. Johnson
cc: H. H. Patterson

RECEIVED
JUL 6 1967
OFFICE OF
PUBLIC INFORMATION

21-1129

FORM E-30 10M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Newport, Oregon
June 30, 1967

To: R. D. Asburry
Division Engineer
Salem

SUBJECT: Toledo-Pioneer Mountain Section
Corvallis-Newport Highway
Lincoln County
Contract No. 6754

ATTENTION: G. Wimer

As per your request there is attached a rough draft press release concerning the opening of the subject section to traffic. Facts used are tabulated here for quick reference:

Old Highway		New Highway
5.24 miles	Length	3.67 miles
40	No. of curves	9
40°	Max. Deg. Curvature	7°
1,362° ±	Total Central Angle	442°35'
190 ft. ±	Max. Diff in Elev.	103'
2 lanes	Width	2 lanes, plus passing lanes
Rock	Shoulders	Paved
20-49 mph	Speed	55 mph
9 minutes ±	Driving Time	4 minutes
	Work Started	1/25/66
	Cost	$ 2 million
	Contractor	C. R. O'Neil

H. H. Patterson
Resident Engineer

ROUTING
WIMER ☐ BOYD ☐

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Lido-Pioneer Mountain — Date June 16, 1967

Highway Corvallis-Newport — Contract No. 6754

County Lincoln — Kind of Work Grading & Paving — Contractor C. R. O'Neil

	Authorized	Estimated
Contract Amount	$1,522,551.00	$1,555,800.25
Anticipated Items	172,620.00	384,416.18
Contingency (4½%)	76,282.69	25,678.87
Engineering	135,613.68	137,369.66
Credits	0.00	6,329.40 *
PROJECT COST	1,907,067.37	2,096,935.56
	NET INCREASE $	189,868.19 or 9.96%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) # 2 - Ditch Excavation	$ 812.00	$+ 292.00
(C) # 4 - Embankment Foundation Excavation	5,000.00	- 8,300.00
(C) # 9 - Special Backfill in Drains	18,600.00	- 3,480.00
(C) # 11 - SS-1 Asphalt in Sprinkling	18,200.00	+ 9,520.00
(C) # 12 - 3/4"-0 Leveling Course	71,500.00	+ 20,900.00
(C) # 21 - 12" Culvert Pipe	2,760.00	- 621.00
(C) # 23 - 18" Culvert Pipe	16,411.25	+ 2,161.25
(C) # 26 - 36" Culvert Pipe	4,704.00	+ 784.00
(C) # 29 - 18" Culvert End Sections	750.00	- 90.00
(C) # 30 - 24" Culvert End Sections	320.00	- 80.00
(A) Seed & Mulch	19,050.00	+ 4,800.00
(A) Slide Correction	293,770.58	+ 193,770.58
(A) Move Mail Boxes	401.78	+ 131.78
(A) Foundation Stabilitation Culvert	0.00	- 1,000.00

APPROVED BY STATE HIGHWAY COMMISSION DATE 7-24-67

Continued on back

Principal reasons for overruns (Continue on reverse side): Three major slides caused considerable work in excess of what was anticipated in original project authorization.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by /s/ H. H. PATTERSON, Resident Engineer

Noted by for Construction or Bridge Engineer

Confirmed by /s/ GERALD WIMER, Asst. Division Engineer

Noted by Assistant State Highway Engineer

SP*23769-704

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 2, 1967

Mrs. W. W. Swanner
Route 1, Box 312
Toledo, Oregon

Dear Mrs. Swanner:

In your letter of March 29 you commented on several features of the highway construction and maintenance operations in the vicinity of your home near Toledo on the Corvallis-Newport Highway.

I have had the State Highway Department make a thorough investigation of your comments. I am told that the right-of-way transaction whereby the State acquired a portion of your property was satisfactorily consummated prior to the State's beginning any work in the area.

I am further told that the Highway Department's investigation does not lead it to believe that any damage was caused by matters that are a responsibility of the Highway Commission. Possibly the contractor's operations in performing the construction work has some bearing on the matter and I am advised that he or his insurer has attempted to make a settlement with you but that you do not feel it is adequate. The Highway Commission requires that its contractors indemnify property owners and others against damages caused by their activities; therefore, relief should come from this quarter.

You also are concerned with several slides that occurred on this project during the construction phase. The Highway Department informs me that it attempts to the best of its abilities to make provisions for problems that may develop on construction jobs. Occasionally, in areas where the surrounding country is unstable, slides do occur. These are especially prevalent in the coastal range where the soils are weak and the rainfall extreme. In the construction of highways in these areas, it is frequently necessary to handle slide problems as they develop during the prosecution of the work, as there is no feasible way of predicting all areas where unstable conditions occur.

COPY

The crew you observed painting mailboxes is organized to do all general maintenance chores on a section of highway. Painting mailboxes is a minor chore that is included in regular duties. The Department does not find it economical or feasible to have an individual or crew that is assigned to this function only.

Thank you for your interest and forthright comments. Your observations are valuable and I am sure that they will lead to a better operation of our highway system.

Sincerely,

Governor

TM:ws

bcc: Mr. Forrest Cooper

RECEIVED
MAY 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 28 1967

21-1129

Fred R. Hill, Member
Helix 6754

1516

April 26, 1967

Mr. Charles W. Brooks
Executive Assistant, Oregon Office
of Senator Wayne Morse
706 U. S. Court House
620 S. W. Main Street
Portland, Oregon 97205

Dear Mr. Brooks:

Reference is made to your request for information concerning a letter to Senator Morse from Mrs. W. W. Swanner regarding difficulties encountered during the construction of Highway 20 near her home in Toledo.

The same letter was forwarded to Governor McCall and we are attaching a copy of our comments to the Governor. As requested, we are returning Mrs. Swanner's letter to you.

If you need any further information, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

Encl.

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe

FBK:srb jw

5160

Toledo, Oregon
Mar. 29, 1967

APR 3 67

Dear Sir,

This letter will never reach you, but perhaps by writing it, I will feel my voice is heard. We are middle-classed people-- 10 years away from retirement. We lead a very quiet life. Our 9 children are grown. My husband works in a sawmill and I in a fish cannery. We have a small savings acct. for emergencys only. We have a morgage on our home. 7 of our children are victims of drink and divorce. We took them into our hearts and homes without asking a dime from anyone for help. We educated them and they are every one grade A citzens. So, why am I writing you? I feel I have had plenty of expereince cutting corners....and the wild spending in our state is bothering me.

We were one of the many people, recently, to become a victim of this new Highway 20 by-pass. We owned free and clear, our home on 3 acres. We were paid $2800. for our land. We were left with .43 of an acre and our house. A high bank in back of the house is all we can see. Our beautiful garden is gone, our pasture is gone and in order to keep our animals we had to pay $3500. for 2 acres across the road. The vibration of the heavy equip. caused settling of the ground where the house sets and our concrete foundation is ruined and an appraiser tells us it will cost $600. to repair. The sagging of the house has caused the roof to leak. This will cost 275. The total will be $4375. Don't you think we got a good deal?

When the new by-pass was being discussed, we attended all the meetings. My husband spoke with an engineer about problems of water on the hill behind us and said he didn't beleive they could ever hold a road bed. The man looked at him as if he were the dumbist person alive and informed him that, 'his engineers were capable. Well we had a good fall and the contractor, Mr. O'neal, filled his contract in the given time according to the state's specifications. He too, knew it wouldn't hold, but as long as his contract was filled---any thing after that was GRAVY. Beleive me, its cost dearly. after the rains came, the road dropped, and more pasture land was ruined. More people in our situation, their securiety gone.

While I'm on the subject, why dont you get into your car some day and drive down the highway where highway crews are working. Just to see how many are working and how many are standing around watching. Last summer a highway truck pulled in front of our house, 3 men got out. One carried a gallon of paint. One carried a paint brush. The 3rd stood and looked on. I had my movie camera handy and this has proved to be good for many laughs but it isn't a laughing matter. When the mailbox post was painted, they all returned to the truck and drove another 100 yds. and repeated the preformance I dont know the hourly wage of these men but at $2.00 per hr. each, thats a total of $48. a day. It was a job any woman or child could have done...but 3 men and a truck yet. This is just one occaision. Just think of the savings that could be made in a day if the whole state's formen would get a days work from each man.

I guess if we didn't have to work so hard for the few pennys we make, it wouldn't bother so much. But, I sure wish you'd get some one to look into these matters and I sure wish some of you would come over our way and see what a mess this new by-pass has made of the fine people that have been the victims.

Sincerely,

Mrs. W.W. Swanner

Rt. 1 Box 312

Toledo, Oregon

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olsen

RECEIVED
APR 5 1967
CONSTRUCTION
DIVISION

RECEIVED
APR 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 13 1967
FOR FILING
21-1129
6754

March 10, 1967

Mr. Art Braxling
Big Creek Road
Newport, Oregon

Dear Mr. Braxling:

Thank you for your letter of March 3 informing us that you have been paid in full by Rock and Sand, Inc.

You state this is in reference to the C. R. O'Neil, Contract No. 6754, for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

Our records indicate, this is in reference to your claim in the amount of $498, which was filed with the Secretary of State on December 1, 1966, his File No. 4246.

This information will be noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Great American Insurance Company
Wells-Reed-Wood-West Company
C. R. O'Neil
Glenn L. Jackson
David Simpson

NOTED ON CARD
3-10-67 C. C.

CWH:gc

March 3, 1967

Oregon State Highway Commission
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Mr. Query:

I am writing you to let you know that we have been paid in full by Rock and Sand, Inc. for the C. R. O'Neil job Contract No. 6754. The work was done on the Toledo-Pioneer Mountain Section of the Corvallis-Newport highway in Lincoln County.

We thank you for your assistance in helping us obtain our money.

Very Truly Yours,

Art Braxling

Art Braxling
Big Creek Road
Newport, Oregon

*10.00

Cc ✓
please acknowledge

RECEIVED
MAR 6 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 13 1967
FOR FILING
21-1129
6754

March 10, 1967

Mr. Otis Braxling
120 N. E. Fourth
Newport, Oregon

Dear Mr. Braxling:

This is to acknowledge receipt of your recent letter stating that Rock and Sand, Inc., has paid their account in full.

This appears to be in reference to the C. R. O'Neil, Contract No. 6754, for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

Our records indicate this is in reference to your claim in the amount of $378.30 which was filed with the Secretary of State on December 1, 1966, his File No. 4245.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Great American Insurance Company
Wells-Reed-Wood-West Company
C. R. O'Neil
Glenn L. Jackron
David Simpson

CWH:gc

NOTED ON CARD
R. C. 3-10-67

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 29, 1966

Mr. Otis Braxling
120 N. E. Fourth
Newport, Oregon

Dear Mr. Braxling:

Mr. H. H. Patterson, Resident Engineer, at Newport has forwarded to us your invoice stating that Rock and Sand Inc., (subcontractor) owes you $378.30.

This appears to be in reference to the C. R. O'Neil Contract No. 6754 for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

The surety on this project is the Great American Insurance Company through Wells-Reed-Wood-West Company, 412 Failing Building, Portland. We will advise them of the receipt of your invoice and we will also forward it to the Secretary of State for filing. This filing will protect your claim under the bond.

Please let us know when your claim has been paid.

Very truly yours,

Floyd Query

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Cec please handle 76

CC: Great American Insurance Company
Wells-Reed-Wood-West Company
C. R. O'Neil

Dear Mr. Query:

This account has been paid in full.

Thank you,

Otis Braxling
Newport, Oregon

$370.38

RECEIVED
MAR 8 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 13 1967
FOR FILING
21-1129
6754

March 10, 1967

Mr. Wayne Braxling
Big Creek Road
Newport, Oregon

Dear Mr. Braxling:

Thank you for your letter of March 6 informing us that your account has been settled to your satisfaction in regards to the C. R. O'Neil contract.

This appears to be in reference to the C. R. O'Neil, Contract No. 6754, for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

Our records indicate this to be in connection with your claim in the amount of $680.16 which was filed with the Secretary of State on December 1, 1966, his File No. 4247.

This information will be noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Great American Insurance Company
Wells-Reed-Wood-West Company
C. R. O'Neil
Glenn L. Jackson
David Simpson

NOTED ON CARD
3-10-66 J. C.

CWH:gc

March 6, 1967

Mr. Floyd Query
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query;

In regards to the C.R. O'Neil Contract No. 6754 for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

As of March 1, 1967 this account has been settled to our satisfaction.

Thank you for your assistance in settling this matter.

#680.16

Sincerely,

Wayne Braxling

Wayne Braxling
Big Creek Road
Newport, Oregon

RECEIVED
MAR 7 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

NOTED
C W HEAD

Cc
please reply
76

RECEIVED
FEB 17 1967
FOR PUBLIC
21-1129
6754

Feb. 10, 1967
403 Division
Klamath Falls,
Ore. 97601

Mr Query
Dear Sir:
We received your letter that was written Jan. 11, 1966 where we had informed you we received the balance from Reed Bro. We got a letter from them on Feb. 9. saying that we still had a Lein so this is to inform you that we did write you & let you know we received the balance of their money

Thank you
Ralph L Ross

Contract No 6754

RECEIVED
FEB 14 1967
OREGON
STATE HIGHWAY COMMISSION

ROCK & SAND Inc.

LA 2-2161

6518 Ravenna Ave. N.E.
Seattle, Washington 98115

February 7, 1967

Mr. Ralph L. Ross
403 Division
Klamath Falls, Oregon 97601

Subject: Reid Bros., Inc. account payable.

Dear Mr. Ross:

According to our records you have been paid in full. We have received notice of your lien on our Newport job in amount of $78.00.

This lien should be released immediately, or you are subject to any penalities involved. We need a record of this release.

Very truly yours,

ROCK AND SAND, INC.

C. E. Darragh

CED:i

CC: Reid Bros., Inc.

6754

RECEIVED
FEB 14 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 24 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FILED
JAN 23 1967
CLAY MYERS
SECRETARY OF STATE
21-1129
6754

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
JAN 23 0 53 AM '67
CLAY MYERS
SECRETARY OF STATE

Claim File
No. 4273

January 20, 1967

Smith Transfer, Inc.
P. O. Box P
Toledo, Oregon 97391

Gentlemen:

This is to acknowledge receipt of your letter of January 19 and attached invoice stating that Rock & Sand, Inc. owes you $178.84 for equipment hauling.

This appears to be in reference to the C. R. O'Neil, Contract No. 6754, for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

The Great American Insurance Company through Wells-Reed-Wood-West Company, 412 Failing Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
wkn

cc: Great American Insurance Company
Wells-Reed-Wood-West Company
C. R. O'Neil
Mr. Glenn L. Jackson
Mr. David B. Simpson
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of your letter.

RECEIVED
JAN 24 1967
OREGON
STATE HIGHWAY COMMISSION

SMITH TRANSFER, INC.

340 N. E. FIRST
TOLEDO, OREGON
336-2353

INVOICE NO.

INVOICE DATE Aug 16, 1966

SOLD TO
Rock & Sand, Inc.
6518 Ravenna Avenue NE
Seattle, Washington

SHIPPED TO

OUR ORDER NO.	YOUR ORDER NO.	SALESMAN	TERMS	SHIPPED VIA	PPD. OR COLL.

QUANTITY	DESCRIPTION	PRICE	AMOUNT
	Tow Utility trailer from Iron Mountain quarry to Cummins Diesel Service, Portland, Oregon, 32800 lbs @ 53¢		$ 173.84
	Oregon continuous trip permit		5.00
			$ 178.84

PRINTED BY GRAYARC CO., INC., BROOKLYN 38, N. Y.

RECEIVED
JAN 12 1967
FOR FILING

21-1129
6754

January 11, 1967

Mr. R. L. Ross
403 Division
Klamath Falls, Oregon 97601

Dear Mr. Ross:

Thank you for your letter of January 9, informing us that you have received the balance from Reed Brothers, Inc., pertaining to your claim filed against Contract No. 6754 for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

Our records indicate that your claim was in the amount of $78.37, which was filed against the C. R. O'Neil Contract.

This information will be noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Great American Insurance Co.
Felle-Reed-Wood-West Co.
C. R. O'Neil
Glenn Jackson
David Simpson

NOTED ON CARD
wln

CWH:wln

Jan 9 1967
403 Division
Klamath Falls,
Ore. 97601

Mr Query:
Dear Sir
we received the balance from
Reed Bro Inc Contract No. 6754.
We have Not received the
balance of $187.08 from
White Brothers Contract No 6863

Thank you
Ralph L Ross

Ck ✓

NOTED
FLOYD QUERY

RECEIVED
JAN 10 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 15 1966

21-1129

6714

December 14, 1966

Air Mac, Inc.
P. O. Box 2191
Portland, Oregon 97214

Gentlemen:

Thank you for your letter of December 12 informing us that you no longer have any claim against Reid Brothers Trucking Company and that you are withdrawing your notification.

You state that this is in connection with the C. R. O'Neil, Contract No. 6754, for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

Our records show that this is in connection with your claim for equipment rental in the amount of $2,541 and for repair of parts in the amount of $496.33.

This information will be noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Great American Insurance Company
Wells-Reed-Wood-West Company
Mr. C. R. O'Neil
Commissioners

CWH:gc

NOTED ON CARD
12-14-66
S. C.

PORTLAND · EUGENE · MEDFORD · SEATTLE · SPOKANE · YAKIMA · MISSOULA · MANILA

AIR MAC INC.

2727 S. E. UNION AVENUE
PORTLAND, OREGON 97214 • P. O. BOX 2191
Telephone 234-0511 • TWX 910-464-6158

Materials Handling and Construction Equipment

December 12, 1966

RECEIVED
DEC 13 1966
Office of
DIVISION ENGINEER
DIVISION NO. 2

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. Ray Asbury
Division Engineer

Gentlemen:

In reference to our letter of November 23 regarding our claim against Reid Brothers Trucking Company, we are happy to report that this matter has been cleared up by Reid Brothers and we no longer have any claim whatsoever against this company in regards to the job at Newport and are hereby withdrawing notification to you.

Contract #6754

Very truly yours,

AIR MAC, INC., OF OREGON

Norman A. Creitz, Sales Manager
Construction Equipment Division

NAC:as
cc:C. R. O'Neil, Creswell, Ore.
Reid Brothers, Prineville, Ore.

Cc ✓

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
DEC 14 1966
FOR FILING
21-1129
6754

December 13, 1966

Smith Transfer
P. O. Box P
Toledo, Oregon 97391

[redacted]

Thank you for your letter of December 10 informing us that you have received full payment in the amount of $3,105 from Reid Brothers, Inc., and that you are withdrawing your claim that you previously filed.

You state that this is in reference to the C. H. O'Neil, Contract No. 6754, for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

This information is being noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
[redacted]

cc: Great American Insurance Company
Wells-Reed-Wood-West Company
Mr. C. H. O'Neil
Mr. Glenn L. Jackson
Mr. David B. Simpson

CWH:gc

NOTED ON CARD
H.C. 12-13-66

☆ LOCAL & LONG DISTANCE HAULING ☆ STANDARD HEATING OILS
☆ BUILDING MATERIALS ☆ WRECKING SERVICE ☆ WOOD

SMITH TRANSFER

[redacted]
PO Box P

Phone 336-2353
AREA CODE 503

Toledo, Oregon 97391

TOLEDO OREGON

December 10, 1966

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Floyd Query

Gentlemen:

Please be advised that we have received full payment of the $3,105.00 account due us from Reid Brothers, Inc. This charge was in connection with the C.R. O'Neil contract 6754 for grading and paving on the Toledo-Pioneer Mountain section of Highway 20. We withdraw the claim which was filed previously.

Thank you for your cooperation in this matter.

Very truly yours,

SMITH TRANSFER, Inc.,

Rex W. Edmondson

Rex W. Edmondson, Sec/Treas

cc: Secretary of State, Salem, Oregon
Great Amer Ins Co., c/o Wells-Reed-Wood-West Co, 412 Failing Bldg, Portland, Oregon
C.R. O'Neil Construction Co., Rt 2 Box 95, Creswell, Ore
Reid Bros, Inc., 6518 Revanna Ave NE, Seattle, Wash

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
DEC 13 1966
OREGON
STATE HIGHWAY COMMISSION

FORM STR3X_ODM 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. PRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
DEC 19 1966
FOR FILING

FILED
TOM McCALL
SECRETARY OF STATE

Clm. mf. & No. 4259

21-112.9

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
DEC 14 2 29 PM '66
TOM McCALL
SECRETARY OF STATE

December 13, 1966

Newport Supply Company
940 North Coast Highway
Newport, Oregon

Gentlemen:

This is to acknowledge receipt of your claim letter of December 12 and attached statement which shows that Reid Brothers (subcontractors) owes you for supplies in the amount of $759.49.

From the description given it appears that the contract to which you refer is our Contract No. 6754 awarded to C. A. O'Neil for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

The Great American Insurance Company through Wells-Reed-Reed-West Company, 414 Failing Building, Portland, furnished the performance bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

NOTED ON CARD

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Great American Insurance Company
Wells-Reed-Reed-West Company
Mr. C. A. O'Neil
Mr. Glenn L. Jackson
Mr. David B. Simpson
Hon Tom McCall - Please acknowledge receipt of this claim on the enclosed copy of your letter.

RECEIVED
DEC 15 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Edwards Wire Rope • Case Farm Equipment • Lincoln Welders • Hardware • Explosives • Logging Blocks • Link Belt

NEWPORT SUPPLY CO.

Mill and Logging Supplies

PHONE 265-2193
949 NORTH COAST HIWAY
NEWPORT, OREGON

December 12, 1966

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: Floyd Query - Secretary

Re: Reed Brothers
Box 64
Prineville, Oregon

Mr. Query,

The above brothers have become indebted to our company for the amount of $759.49 in the period from May 3, 1966 to the present time. We have not received payment on this account since it was opened on May 3, 1966.

It is my understanding that the Reed Brothers are sub-contractors for C.R. O'Neil of Route 2 Box 95, Creswell, Oregon Who is building the new road near Toledo, Oregon.

I have discussed this matter with C.R. O'Neil Construction Company and they have advised that I forward this matter to your office in order that you may advise their bonding company.

Thanking you in advance for your anticipated cooperation, I remain

Sincerely,

N.R. Claiborne
Credit Manager

NOTED
FLOYD QUERY

P.S. Duplicate copy of monthly statement to Reed Brothers enclosed.

RECEIVED
DEC 13 1966
OREGON
STATE HIGHWAY COMMISSION

STATEMENT

NEWPORT SUPPLY CO.

949 NORTH COAST HIGHWAY
NEWPORT, OREGON

Reed Bros.
Box 64
Prineville,
Oregon

36 TERMS: CASH ON THE 10TH OF THE MONTH FOLLOWING PURCHASE PHONE 265-2193

DATE	INVOICE NO.		CHARGES	PAYMENTS	BALANCE
-2-166	2272	<	1.65	00	1.65 ♦
-22466	3892	<	1.80	00	3.45 ♦
-22566	3003.7	<	96.85	00	100.30 ♦
11466	3022.9	<	6.10	00	106.40 ♦
12566	00	<	1.00	00	107.40 ♦
11-166	3022.6	<	601.25	00	708.65 ♦
11-166	3035.1	<	19.40	00	728.05 ♦
11-166	3036.1	<	6.05	00	734.10 ♦
111466	3038.1	<	3.33	00	737.43 ♦
111466	3040.2	<	88	00	738.31 ♦
111866	3048.0	<	11.66	00	749.97 ♦
111866	3050.5	<	2.00	00	751.97 ♦
112566	00	<	7.52	00	759.49 ♦

RECEIVED
DEC 13 1966
OREGON
STATE HIGHWAY COMMISSION

PLEASE ADVISE OFFICE IMMEDIATELY IF INCORRECT

RECEIVED
DEC 1 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FILED
DEC 9 1966
TOM McCALL
SECRETARY OF STATE
File No. 42258
Claim

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
DEC 9 16 AM '66
TOM McCALL
SECRETARY OF STATE

December 8, 1966

Mr. Ralph L. Ross
403 Division
Klamath Falls, Oregon 97601

Dear Mr. Ross:

This is to acknowledge receipt of your statement of November 5, 1966, which states that Reed Brothers of Prineville owes you $76.37.

This appears to be in connection with the C. R. O'Neil, Contract No. 4754, for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

The Great American Insurance Company through Wells-Reed-Wood-West Company, 414 Failing Building, Portland, furnished the performance bond on this contract which is given to assure completion of the project and payment of all bills incurred in it. We will advise the surety and agent of the receipt of your statement and we will also forward it to the Secretary of State for filing.

Please notify us when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
WLee

cc: Great American Insurance Company
Wells-Reed-Wood-West Company
C. R. O'Neil
Glenn L. Jackson
David B. Simpson
Hon. Tom McCall - Please acknowledge receipt of this claim on the enclosed copy of your letter.

RECEIVED
DEC 12 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

STATEMENT

FROM Ralph L Ross
403 Division
Klamath Falls, Ore. 97601 11-5 1966
TO Reed Bros
ADDRESS Box 66
CITY Prineville, Ore.
TERMS

Total			167	45
Partial payment			89	08
Balance past due			78	37

This was promised to be paid in full by Aug 25, 1966 that signed my ticket This on State Contract No. 6754.

Thank you.
Ralph L Ross

P.S. I think C. R. O'neil is the prime Contractor.

RECEIVED
DEC 1 2 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
ASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FILED
DEC 2 1966
TOM McCALL
SECRETARY OF STATE

RECEIVED
DEC 16 PM '66
TOM McCALL
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 1, 1966

Co Claim File
No. 4249

Smith Transfer, Inc.
340 N. E. First
Toledo, Oregon

Gentlemen:

Mr. H. H. Patterson, Resident Engineer, at Newport has forwarded to us your invoice which states that Reid Brothers, Inc., owes you for fill dirt in the amount of $3,105 which was delivered to a stock pile area near the junction of US 20 and Oregon 116.

This appears to be in connection with the C. R. O'Neil Contract No. 6754 for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

The surety on this project is the Great American Insurance Company through Wells-Reed-Wood-West Company, 412 Failing Building, Portland. We will advise them of the receipt of your invoice and we will also send your invoice to the Secretary of State for filing. This action will protect your claim under the bond. The State does not make payment of claims, but looks to the prime contractor and surety for such payment.

Please let us know when your claim has been paid.

Very truly yours,

NOTED ON CARD

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
DEC - 6 1966
STATE HIGHWAY COMMISSION

cc: Great American Insurance Company
Wells-Reed-Wood-West Company
C. R. O'Neil
Glenn Jackson
David Simpson
H. H. Patterson
Hon. Tom McCall - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

FORM E-30 80M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Newport, Oregon
28 November, 1966

SUBJECT: Toledo-Pioneer Mountain Section
Corvallis-Newport Highway
Lincoln County
Contract No. 6754

To:
Floyd Query
Secretary to the Commission
Salem

Submitted herewith is Smith Transfer, Inc. invoice #861 in the amount of $3,105.00 which they have requested to be entered as a claim against the above-named project.

H. H. Patterson
Resident Engineer

cc: R. D. Asburry

NOTED
FLOYD QUERY

RECEIVED
NOV 30 1966
STATE HIGHWAY COMMISSION

SMITH TRANSFER, INC.

340 N. E. FIRST
TOLEDO, OREGON
336-2353

INVOICE NO. 861

INVOICE DATE May 26, 1966

SOLD TO
Reid Brothers, Inc.
6518 Revanna Avenue NE
Seattle, Washington

SHIPPED TO

OUR ORDER NO.	YOUR ORDER NO.	SALESMAN	TERMS	SHIPPED VIA	PPD. OR COLL.

QUANTITY	DESCRIPTION	PRICE	AMOUNT
6210 yrds	Fill dirt delivered to rock stock pile area near junction of US 20 and Oreg 118 (next to Toledo Tire Service)	50¢ yrd	$3,105.00

RECEIVED

PRINTED BY GRAYARC CO., INC., BROOKLYN 38, N. Y.

FORM E-129X 50M 7-66

RECEIVED
OCT 13 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

21-11-9
FILED
TOM McCALL
SECRETARY OF STATE
Claim File #04245

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
DEC 2 4 16 PM '66
TOM McCALL
SECRETARY OF STATE

December 1, 1966

Air Mac, Inc.
P. O. Box 4191
Portland, Oregon 97214

Gentlemen:

This is in reply to your claim letter of November 23 addressed to the attention of Mr. Ray Asburry, Division Engineer, stating that Reid Brothers Trucking Company owes you for equipment rental in the amount of $2,341. It also states that they owe you $496.33 for repair of parts on an Ingrum roller.

This appears to be in reference to the C. R. O'Neil Contract No. 6754 for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

The surety on this project is the Great American Insurance Company through Wells-Reed-Reed-West Company, 412 Failing Building, Portland. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing. This filing will protect your claim under the bond. The State does not make payment of claims but looks to the prime contractor and surety for such payment.

When your claim has been paid, please let us know so that we can clear our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
DEC - 6 1966
STATE ...

cc: Great American Insurance Company
Wells-Reed-Reed-West Company
C. R. O'Neil
R. D. Asburry
2 Commissioners
Hon. Tom McCall - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED ON CARD
WRW
NOTED
C. W. HEAD

21-112

FORM E-30 60M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 28, 1966

To: Mr. Floyd Query
Secretary
B U I L D I N G

SUBJECT: Toledo-Pioneer Mountain Section
Corvallis-Newport Highway
Contract No. 6754

Attached is a copy of a letter from Air Mac, Inc., asking that a claim be placed on the subject project for rentals due them by Reid Brothers Trucking Company for equipment used on the subject project.

Will you please take the indicated measures.

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:am
cc F. D. Morgan
H. H. Patterson

RECEIVED
NOV 29 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY
NOTED
C. W. HEAD

PORTLAND · EUGENE · MEDFORD · SEATTLE · SPOKANE · YAKIMA · MISSOULA · MANILA

AIR MAC INC.

2727 S. E. UNION AVENUE
PORTLAND, OREGON 97214 • P. O. BOX 2191
Telephone 234-0511 • TWX 910-464-6158

Materials Handling and Construction Equipment

November 23, 1966

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: Mr. Ray Asbury, Engineer
Division II

Gentlemen:

As per our conversation on the telephone today, we would like to notify you that we have a claim for rental to Reid Brothers Trucking Company of the following equipment on the C. R. O'Neil job at Newport:

Model P-160 Blaw-Knox base spreader, serial #5349
12-ton 3-wheel Ingram roller, serial #631717-E67

We have a rental agreement with Reid Brothers on this equipment with a monthly rate of $770.00, and we have received no rental payment under this agreement for the period starting August 15, 1966, to this date. The unpaid rental to this date totals $2,541.00.

In addition there is a charge of $496.33 for repair parts furnished for the Ingram roller during this rental period.

We would appreciate it if you would retain this amount to protect our interest in this job.

Very truly yours,

AIR MAC, INC., OF OREGON

Norman A. Croitz, Sales Manager
Construction Equipment Division

NAC:as

RECEIVED
NOV 28 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, Member
WASCO
DAVID B. SIMPSON, Member
PORTLAND

FILED
DEC 1 1966
TOM McCALL
SECRETARY OF STATE

Claim File No. 4247

21-1127

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
DEC 1 1 15 PM '66
TOM McCALL
SECRETARY OF STATE

November 29, 1966

Mr. Wayne Braxling
Big Creek Road
Newport, Oregon

Dear Mr. Braxling:

Mr. H. H. Patterson, Resident Engineer, at Newport has forwarded to this office your invoice which states that Rock and Sand, Inc., (subcontractor) owes you $680.16.

This appears to be in reference to the C. R. O'Neil Contract No. 6754 for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

The surety on this project is the Great American Insurance Company through Wells-Reed-Wood-West Company, 412 Failing Building, Portland. We will advise them of the receipt of your invoice and we will also send it to the Secretary of State for filing. This action will protect your claim under the bond.

Please let us know when your claim has been paid.

Very truly yours,

[redacted]

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

cc: Great American Insurance Co.
Wells-Reed-Wood-West Company
C. R. O'Neil
Glenn Jackson
David Simpson
H. H. Patterson
Hon. Tom McCall

Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
DEC - 2 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Wayne Brawling
Big Creek Road
Newport, Oregon

ROCK AND SAND INC.
6518 RAVENNA AVE. N.E.
SEATTLE 15, WASHINGTON

Reid Bros. Account

	BALANCE ON ACCOUNT FROM JULY		$ 50.00
Aug 9	104.30 tons 1 1/2" from Iron Mtn to C.R. O'Neil at 1.10 per yd. 2800 lbs to the yd.		81.95
10	102.25 tons 1 1/2" from Iron Mtn to C.R. O'Neil at 1.10 per yd. 2800 lbs to the yd.		80.34
11	319.85 tons 1 1/2" from Iron Mtn to C.R. O'Neil at 1.10 per yd. 2800 lbs to the yd.		250.52
12	23.35 tons 1 1/2" from Iron Mtn to C.R. O'Neil at 1.10 per yd. 2800 lbs to the yd.		18.35
	4 1/2	hrs. truck time at $22.00 per hr.	99.00
	3	hrs. truck time at $12.50 per hr.	37.50
13	5	hrs truck time at $12.50 per hr.	62.50
		Amount Due	$ 680.16

STATEMENT AS SUBMITTED BY R. WAYNE PRAXLING

June 22	Hauled from Iron Mtn to Stockpile	6 hrs @ 12.50	$ 75.00
23	Hauled from Iron Mtn to Stockpile	5 hrs @ 12.50	62.50
27	Hauled from Iron Mtn to Pickens Road & Driveway	14 hrs @ 12.50	175.00
28	Hauled from Iron Mtn to Pickens Road & Driveway	13½ hrs @ 12.50	168.75
29	Hauled from Iron Mtn to Pickens Road & Driveway	14 hrs @ 12.50	175.00
		TOTAL	656.25

CORRECTED STATEMENT AS PER HOURS WORKED PER RECORD KEPT BY REID SCALE MAN

June 22	Hauled from Iron Mtn to Stockpile	6 hrs @ $ 12.50	$ 75.00
23	Hauled from Iron Mtn to Stockpile	5 hrs @ 12.50	62.50
27	Hauled from Iron Mtn to Pickens Road & Driveway	12½ hrs @ 12.50	156.25

Started 7:30 am
11.45
lunch
12:45
6.42 pm plus 20 min.

28	Hauled from Iron Mtn to Pickens Road & Driveway	12½ hrs @ 12.50	$156.25

Started 7:23 am
11:47
lunch
12:59
8:50 pm plus 20 min

29	Hauled from Iron Mtn to Pickens Road & Driveway	12½ hrs @ 12.50	$156.25

Started 7:21 am
11.53
lunch
12:59
8:47 plus 20 min

Contract	$606.25
Less amount already paid	300.00
Balance due	$306.25

REID BROS. TRUCKING CO., INC.
POST OFFICE BOX 66
PRINEVILLE, OREGON 97754

RECEIVED
DEC 1 1966

FORM E-123K 3ON 7-66
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH J. RIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FILE COPY

FILED
DEC 1 1966
TOM McCALL
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
DEC 1 1 15 PM '66
TOM McCALL
SECRETARY OF STATE

November 29, 1966

Claim File No. 4246
21-1127
6124

Mr. Art Braxling
Big Creek Road
Newport, Oregon

Dear Mr. Braxling:

Mr. H. H. Patterson, Resident Engineer, at Newport has forwarded your invoice to this office which states that Rock and Sand, Inc., (subcontractor) owes you $498.

This appears to be in reference to the C. R. O'Neil Contract No. 6754 for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

The surety on this project is the Great American Insurance Company through Wells-Reed-Wood-West Company, 412 Failing Building, Portland. We will advise them of the receipt of your invoice and we will also send it to the Secretary of State for filing. This action will protect your claim under the bond.

Please let us know when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
WH

cc: Great American Insurance Co.
Wells-Reed-Wood-West Company
C. R. O'Neil

Glenn Jackson
David Simpson
H. H. Patterson
Hon. Tom McCall - Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
DEC - 2 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Rock & Sand, Inc.
6518 Ravenna Ave. N.E.
Seattle, Washington

Hauled from Iron Mountain stockpile to C. R. O'Neil's Toledo Job

571.60 tons	$448.00
June Balance	50.00
Total	$498.00

Art Braxling
Big Creek Rd
Newport, Ore

STATEMENT AS ORIGINALLY WRITTEN BY ART [illegible]

June 22	Hauled from Iron Mtn to Strawberry	6 hrs @ $12.50	$ 75.00
23	"	6 hrs @ 12.50	75.00
27	Hauled from Iron Mtn to Pickens	14 hrs @ 12.50	175.00
28	"	14 hrs @ 12.50	175.00
29	"	14 hrs @ 12.50	175.00
			$675.00

CORRECTED STATEMENT AS SUBMITTED AND PAID MENT BY REID BROS

June 22	Hauled from Iron Mtn to Strawberry	6 hrs @ $12.50	$ 75.00
23	Hauled from Iron Mtn to Strawberry	6 hrs @ 12.50	75.00
27	Hauled from Iron Mtn to Pickens yard	13 hrs @ 12.50	162.50

Started 7:41 am
8:05
down from 8:05 to 8:36
:36
12:59
Lunch
:57
8:57 plus 20 min.

28	Hauled from Iron Mtn to Pickens yard	13 hrs @ 12.50	162.50

Started 7:22 am
11:50
Lunch
12:56
3:53 pm plus 20 min

29	Hauled from Iron Mtn to Pickens yard	13 hrs @ 12.50	162.50

Started 7:17 am
11:5[illegible]
Lunch
:[illegible]
:50 pm plus 20 min

Corrected total	$625.[illegible]
[illegible]ount already paid	350.00
Balance due	$275.00

50.00

REID BROS. TRUCKING CO., INC.
POST OFFICE BOX [illegible]
PRINEVILLE, OREGON 97754

FORM E-125X SOM 7-66

RECEIVED
DEC 5 1966
FOR FILING

COMMISSIONERS
GLENN O. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FILED
DEC 1 1966
TOM McCALL
SECRETARY OF STATE

Claim File No. 4245

21-1129

6764

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
DEC 1 PM '66
TOM McCALL
SECRETARY OF STATE

November 29, 1966

Mr. Otis Braxling
120 N. E. Fourth
Newport, Oregon

Dear Mr. Braxling:

Mr. H. H. Patterson, Resident Engineer, at Newport has forwarded to us your invoice stating that Rock and Sand Inc., (subcontractor) owes you $378.30.

This appears to be in reference to the C. A. O'Neil Contract No. 6754 for grading and paving on the Toledo-Pioneer Mountain section of the Corvallis-Newport Highway in Lincoln County.

The surety on this project is the Great American Insurance Company through Wells-Reed-Reed-West Company. 412 Failing Building, Portland. We will advise them of the receipt of your invoice and we will also forward it to the Secretary of State for filing. This filing will protect your claim under the bond.

Please let us know when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD

CC: Great American Insurance Company
Wells-Reed-Reed-West Company
C. A. O'Neil
Glenn Jackson
David Simpson
H. H. Patterson
Hon. Tom McCall - Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
DEC - 2 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Rock and Sand Inc.
6518 Ravenna Ave. N.E.
Seattle, Washington

June Balance	$20.00
August Balance	358.30
Balance Due	$378.30

Otis Braxling
120 N.E. Fourth
Newport, Oregon

STATEMENT AS SUBMITTED BY O.E. BRAXLING

June 22	Hauling from Iron Mtn to Stockpile	6½ hrs	@12.50--	$ 78.25
23	" "	4½ hrs	12.50	54.25
27	Hauling from Iron Mtn to Pickens Stockpile	8½ hrs	12.50	106.25
28	Hauling from Iron Mtn to Pickens Stockpile	13½Hrs	12.50	168.75
29	Hauling from Iron Mtn to Pickens Stockpile	14 hrs	12.50	175.00
				$ 582.50

CORRECTED STATEMENT AS PER H'RS WORKED PER RECORD KEPT BY REID SCALE MAN

June 22	Hauling from Iron Mtn to Stockpile	6½ hrs	@ 12.50	$ 81.25
23	Hauling from Iron Mtn to Stockpile	4½ hrs	12.50	56.25
27	Hauling from Iron Mtn to Pickens Stockpile	8 hrs	@ 12.50	100.00
	Started 12.50Pm 8:45 pm plus 20 min			
28	Hauling from Iron Mtn to Pickens Stockpile	13 hrs	@ 12.50	162.50
	Started 7:24 am 11:44 lunch 12:46 8:58 pm plus 20 min			
29	Hauling from Iron Mtn to Pickens Stockpile	13 hrs	@ 12.50	162.50
	Started 7:17 am 11:50 lunch 1:00 8:55 pm plus 20 min.			

Corrected Balance	$562.50
Less amount already paid	300.00
Balance due	$262.50

REID BROS. TRUCKING CO., INC.
POST OFFICE BOX 66
PRINEVILLE, OREGON 97754

Pd Sept 15-60

RECEIVED
OCT 14 1966

FORM E-BOX—50M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1966

FOR FILING

21-11-24

6754

To: C. H. Heisel
Controller

Attention: Jess Jones

Building

SUBJECT: Reimbursement for Right of Way Acquisition
Water Line Relocation
Toledo Pioneer Mountain Section
Corvallis-Newport Highway
Contract No. 6754

You have requested an opinion from me as to whether we should reimburse the City of Toledo for the sum of $2,050, which they paid for an easement to replace one which we acquired for highway right of way.

Initially, the city felt they could purchase this for $500 but was unable to purchase it for that amount, and, in fact, had to pay the sum of $2,050 for the easement.

The following time sequence was, in my opinion, the justification for reimbursing them for this amount:

1. Our original letter to the city, notifying them that relocation was necessary was sent November 19, 1965.

2. Bids on the contract were received December 14, 1965.

3. The contract was dated January 7, 1966.

4. We approved the plan of doing the relocation work on April 11, 1966.

5. On April 19, 1966, they advised us that they were having a problem on getting the easement, and felt that they would probably have to condemn to get it.

6. City awarded a contract for the relocation work in June, 1966.

Our contractor was already complaining about not being able to get into the area prior to the time the city awarded the contract; and if they had not procured the easement when they did and awarded the contract at the time they did, our contractor would have perhaps been able to claim damages of $3,000 or $4,000 for delay because the right of way was not clear.

NOTED
T. B. KLABOE

In substantiating their paying $2,050 for the easement, their city attorney advised them that he would charge them $600 to prosecute the condemnation claim. They felt that the defendant would very likely get a verdict over the offer, which would entitle them to another $400 to $500 in attorney fees. These two figures, together with the original offer of $500, comes to about $1,600; and because of the time element involved and the possible damages to the contractor because of delay, I feel that the figure of $2,050 was justifiable and that they should be reimbursed for it.

One situation we must recognize is that many small cities and small utilities do not have the personnel or experience to acquire easements for relocation when there is a limited time within which to do it. In this particular case, we had already awarded the contract before the city had even determined how they were going to relocate their water line, therefore placing them in a very unfavorable position to negotiate for easements for the water line. This is a familiar situation of insufficient lead time, and because of the information set out above, I feel that the city should be fully reimbursed for their cost of acquiring the easement.

JACK L. SOLLIS
Staff Attorney

JLS:gw

cc: F. B. Klaboe
T. W. Mitchfield
W. W. Sugnet
Frank C. McKinney

RECEIVED
OCT 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1 2 1966

FOR FILING

21-1129

8/10 21-1129 6754

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1966

To: Mr. H. S. Cox
County and City Division Engineer
Department

SUBJECT: Upper Olallo Road Connection
Toledo-Pioneer Mountain Section
Corvallis-Newport Highway
Contract No. 6754

In regard to the request by Lincoln County for the extension of the proposed connection to the Upper Olallo Road in the vicinity of Station 360 on the subject project as indicated in the letter from the Lincoln County Engineer dated July 15, 1966, please be advised that I have made a personal inspection of this site.

The improvement would be a great benefit for the county road in that it would take out considerable curvature in a short distance but would be quite expensive to do. The area to be crossed by this extension is a low area which has been built up by a slide in the draw, which has let considerable debris in this area. To construct a roadway across this area would entail the removing of this debris and excavating out the unfit material, the installation of one or two culverts, backfilling and surfacing.

As this improvement is entirely for a county road, I can not justify the expenditure of State funds for this work. Lincoln County Engineer Huddleston was contacted by phone regarding this and advised by this office we could not justify the expenditure of State funds for this work but would be willing, if the County would acquire all right of way necessary, remove the undesirable material in the extension and install the drainage structures, to construct all of the approach within the limits designated by the plans to the revised alignment and would construct the fill over the extended area, after which it would be up to the County to place the remainder of the surfacing. The construction of the fill by our contractor would cost very little—only the additional haul, as we will have excess excavation materials in this area with which we could construct it. The remainder of the work would be over and above the contract and would require agreements with the contractor for doing same. As this would involve the allocating of monies, would recommend that it be carried to higher authority before a final decision is reached regarding this.

OK Work

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:a
cc F. B. Klaboe
F. D. Morgan
D. H. Moehring

copy to Cox 8-3-66 Please me. done

FORM E-123X 50M 9-44

RECEIVED
JUL 21 1966
FOR FILING

COMMISSIONERS
GLENN L. JUDGE, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 20, 1966

NOTED
F. B. KLABOE

Mr. I. M. Huddleston
County Engineer
Courthouse
Newport, Oregon

Dear Mike;

In regards to your letter of July 15, 1966, pertaining to the Upper (North) Olalla Road connection northerly of the Corvallis-Newport Highway No. 33 (US 20) near Toledo, we offer the following explanation.

The newly constructed portion of said road as per our agreement dated December 14, 1965, was for construction and right of way acquisition to extend approximately 1000 feet, or slightly into the W.M. Robeson property.

Your letter of July 15, indicated the further extension of said road construction some 500 feet to 600 feet northerly through new rights of way. In the event this is undertaken there would have to be property transactions regarding right of way as well as construction costs and special negotiations with State's contractor, therefore, by a copy of this letter I am asking Mr. R. D. Asburry to investigate this matter at his earliest convenience and make recommendations.

We appreciate you interest in this matter and invite your inquiries to any problems that may arise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox

H. S. Cox
County and City Division Engineer

DHMiller

cc: R. D. Asburry

bc: F. B. Klaboe
F. D. Morgan
D. H. Moehring

ARRIVED
JUL 21 1966
STATE HIGHWAY DEPT.

Office of the County Engineer
I. M. Huddleston

COUNTY OF LINCOLN

Newport, Oregon

July 15, 1966

Mr. Si Cox
City County Relations Division
Oregon State Highway Dept.
Salem, Oregon

Dear Si:

Enclosed is a rough sketch of the connection the County would like to see built to connect the Toledo bypass Road te the Upper Olalle County Road. The connection has become more important as a new golf Course is being built on the Upper Olallo and GP has constructed a Park on Olallo Lake. I am sure your local Resident Mr. Schwartz would like this exipediented as soon as possible as they are about ready to construct it.

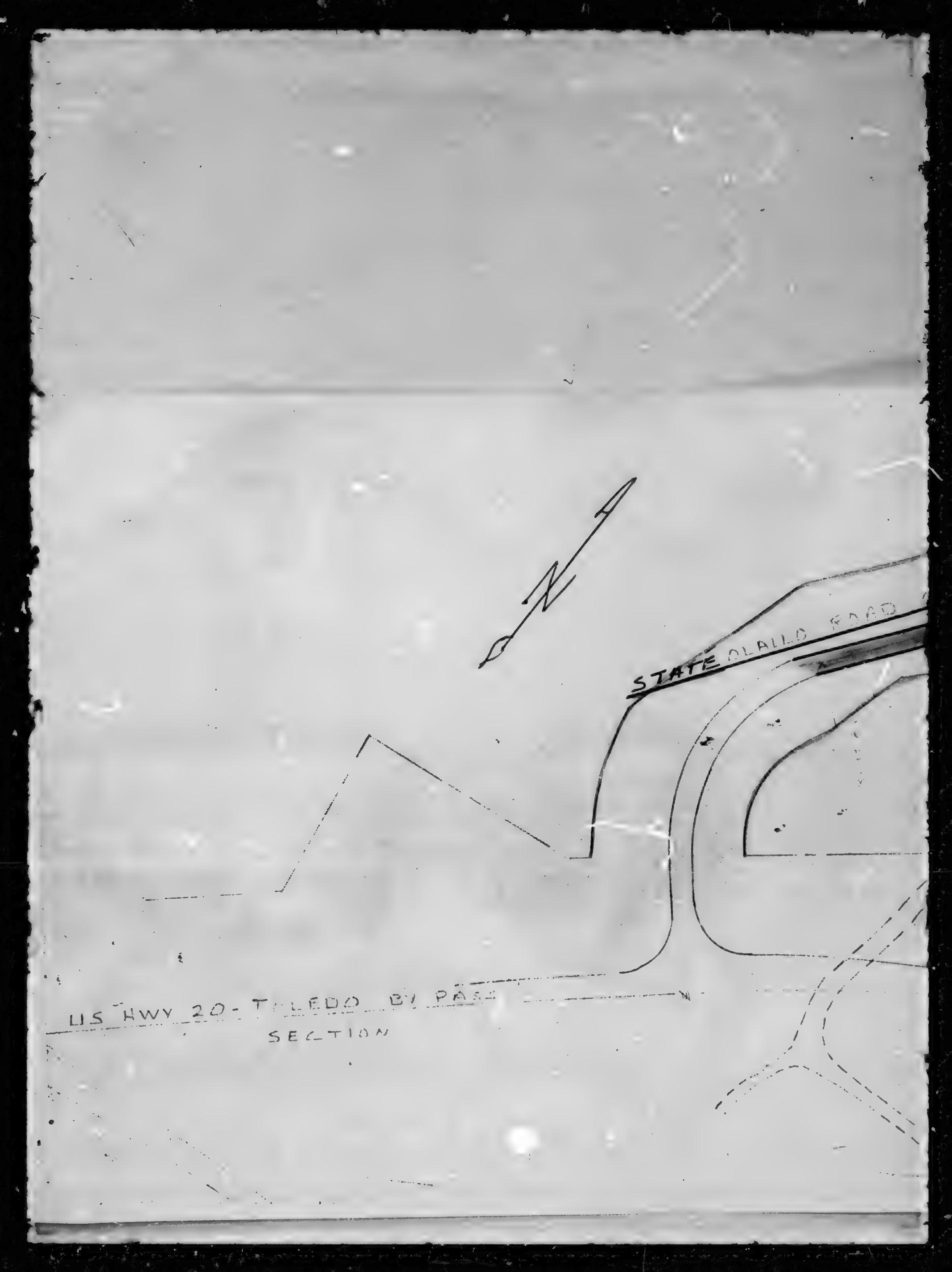
Sincerely yours,

I.M. Huddleston

RECEIVED
JUL 18 1966
ENGINEER
COUNTY & CITY DIVISION

cc: Kloboe
Morgan
Moehring
Asburry

NOTED
DON HARWELL


STATE OLALLA ROAD
US HWY 20 - TOLEDO BY PASS
SECTION

SUGGESTED LOWIV.
EXTENSION
COUNTY

LOWER OLIALLA ROAD

SUGGESTED LOWIV. EXTENSION COUNTY

— State-Const./RW.

— County proposal

RECEIVED
JUL 18 1966
ENGINEER
COUNTY & CITY DIVISION

RD

OLA-[illegible] ROAD

SUGGESTED LOW W.
EXTENSION
COUNTY

State - Const. / RW.

County proposal

RECEIVED
JUL 18 1966
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JUN 30 1966
HIGHWAY COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. HERSHBERGER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR INFORMATION
21129
6754

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 22, 1966

City of Toledo
P. O. Box 220
Toledo, Oregon

ATTENTION: Mr. Edward D. English

Re: Concurrence in Award
Water Line Relocation
City of Toledo
Toledo-Pioneer Mtn. Section
Corvallis-Newport Highway
Lincoln County
Contract No. 6754

Gentlemen:

Our letter of March 31, 1966 approved your estimate and sketch as submitted with your letter of March 10, 1966. It was our understanding at this time that the work would be performed by City forces. Our letter of April 11, 1966 approved the contract method as requested in your letter of April 7.

This will confirm our verbal concurrence in award of the bid to Salem Sand and Gravel Company in the amount of $25,961. This bid includes the furnishing by the City and the installation by Salem Sand and Gravel Company of a 14-inch main which replaces the existing 12-inch main.

Attached you will find one copy of an analysis of the bid prepared by our Accounting Division which details the State's share of this work. If this analysis meets with your approval so indicate on your bill.

Reimbursement for work performed subsequent to June 9, 1966 in the amount of $20,439.52 will be made in accordance with PPM 30-4 upon receipt of your statement of charges. Please be sure to include beginning and completion dates of the work in the bill.

Your attention is directed to a typographical error in Mr. Hershberger's letter of November 19, 1965. This letter stated that an 18-inch wooden water main was in conflict with the proposed construction. This should have read a 12-inch wooden water main. I hope this did not cause you any inconvenience.

Very truly yours,

PGP;fp:bjm

Attachments

cc: F. B. Klaboe
L. H. Young
C. H. Maison
R. D. Asburry
W. E. Schwartz
H. C. Johnson
F. W. Sugnet

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
JUN 27 1966
OFFICE
STATE HIGHWAY ENGINEER

CITY OF TOLEDO

Analysis of Bid

			Cost Installed	Cost of 14"	Cost of 12"	Credit to State
I.	1700' of 14" Ductile M.J. Pipe Installed	UNIT	$ 10.25	6.21	5.24	.97
		TOTAL	$ 17,425.00	$ 10,557.00	$ 8,908.00	$ 1,649.00
II.	7 - 11-1/4° 14" Bends	UNIT	135.00	87.27	47.10	40.17
		TOTAL	945.00	610.89	329.70	281.19
III.	6 - 22-1/2° 14" Bends	UNIT	135.00	87.27	47.10	40.17
		TOTAL	810.00	523.62	282.60	241.02
IV.	48' 24" Metal Culvert	UNIT	14.00			
		TOTAL	672.00			
V.	2 1" Air Relief Valves	UNIT	105.00			
		TOTAL	210.00			
VI.	2 C.I. to Wood Adapters	UNIT	190.00	118.22	66.41	51.81
		TOTAL	380.00	236.44	132.82	103.62
VII.	2 14" x 12" Reducing Adapters	UNIT	190.00	118.22	66.41	51.81
		TOTAL	380.00	236.44	132.82	103.62
VIII.	15 Cubic Yards Gravel	UNIT	7.50			
		TOTAL	112.50			
IX.	10 Cubic Yards Concrete	UNIT	55.00			
		TOTAL	550.00			
X.	Raise 2 Air Valves	UNIT	25.00			
		TOTAL	50.00			
XI.	353' Excavation 4'	UNIT	1.20			
		TOTAL	423.60			
XII.	788' Excavation 4' 6"	UNIT	1.40			
		TOTAL	1,103.20			
XIII.	559' Excavation 6' 10"	UNIT	1.70			
		TOTAL	950.30			
XIV.	Connect new pipe to wood line		1,950.00			
			$ 25,961.60	$ 12,164.39	$ 9,735.94	$ 2,378.45

TOTAL BID $25,961.60
Less credit for 12" 2,378.45
$23,583.15

STATE'S SHARE 86.67 x $23,583.15 = $20,439.52

RECEIVED
MAR 15 1966
COMMISSIONERS
FOR FILING
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
21-1129
6754

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 14, 1966

Pioneer Mountain Community T.V. Co-op.
Route 1, Box 388
Toledo, Oregon 97391

ATTENTION: Mr. A. M. Nicholson

RE: Toledo-Pioneer Mountain Section
Corvallis-Newport Highway
Lincoln County
Contract No. 6754

Gentlemen:

The estimate and sketch map for the adjustment of your facilities on this project, as submitted with Mr. Mabe's letter of March 8, 1966, have been approved by the State ~~and the Bureau of Public Roads.~~ You are hereby authorized to proceed with this work as of March 9, 1966.

Prior to beginning work you are requested to do the following:

(1) Please contact Mr. Howard C. Johnson, P. O. Box 110, Corvallis 97330, phone 753-5210, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

(2) Contact Mr. W. E. Schwartz, P. O. Box 37, Newport 97365, phone 265-7391, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed subsequent to March 9, 1966, in the amount of $605.07, will be made in accordance with paragraph 7-e(3) of PPM 30-4(4) upon receipt of your statement. Please be sure to include beginning and completion dates of the work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
OFFICE OF
ENGINEER

RF:fp
cc F. B. Klaboe
~~A. W. Parsons~~
L. H. Young
C. H. Maison
R. D. Asburry
W. E. Schwartz
H. C. Johnson
F. W. Sugnet

NOTED
F. B. KLABOE

RECEIVED
MAR 2 - 1966
FOR FILING

21-1129

6754

January 7, 1966

Bid 12-10-65

Mr. C. E. O'Neil
Route 2, Box 95
Creswell, Oregon

Dear Mr. O'Neil:

The State Highway Commission on December 14, 1965, accepted your proposal for grading and paving on the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County for the sum of $1,544,551 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6754.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

RECEIVED
JAN 20 1966
FOR FILING
21-1129
6754

MISC. CONTRACTS AND
AGREEMENTS No. 2949

December 20, 1965

Lincoln County Court
Courthouse
Newport, Oregon

Agenda Item
4 P
12-14-65

Gentlemen:

We are enclosing for your records a fully executed copy of a Throughway Agreement covering the Toledo-Pioneer Mountain Section on the Corvallis-Newport Highway No. 33 in Lincoln County.

A fully executed copy of the Throughway Agreement has been retained for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

FORM E-122X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 10, 1965

AGENDA
DEC 14 1965
4 p

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the December 14 Commission meeting will be a throughway agreement with the Lincoln County Court pertaining to the Toledo-Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County.

The agreement provides for the State to construct and maintain the throughway, its intersections and connections. The State shall relocate and construct or reconstruct various county roads and upon completion of project will relinquish the county roads to the County for maintenance, jurisdiction, and control, as well as all the State's right, title, and interest in same.

Bids will be received on this project at the December 10 bid letting and, if satisfactory bids are received, the project will be placed under construction in the immediate future.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,
Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

cc: Floyd Query (w/attachs.)
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
H. S. Cox
R. D. Asburry

(A)
2 COPIES TO BE SIGNED
By Secretary

NOTED
FLOYD QUERY

NOV 20 1965

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

21-1129

675 K

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

November 18, 1965

Routing

Morgan	Pease
Docker	Moreland
Bond	Trout
Barbee	Scott
Walker	Willis
Glenn	Litchfield
Swan	Olsen

RECEIVED
NOV 19 1965
CONSTRUCTION
DIVISION

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

Listed below in conjunction with our comments is a list of highway projects transmitted to us from your office to comply with Modification No. 1 of our Memorandum of Understanding:

Addendum "A" to Location Prospectus, Saddle Mountain Junction - Elsie Road Section of Sunset Highway.

We anticipate no conflict with the fishery resource, thus the project is approved.

Alsea Mountain - Aide Creek Section, Alsea Highway.

Passage must be maintained at the crossing of Hide Creek but not on Dinner Creek.

Toledo - Pioneer Mountain Section, Corvallis-Newport Highway, Lincoln County.

Morrow County Line - Stanfield Junction, Santiam Old Oregon Trail Highway, Morrow County.

The plan submitted by Mr. Hall on November 1, 1965 depicting the 10 x 8 R.C.B.C. layed on a 0.30 grade in West Ollalie Creek meets with our approval. If the new roadway fill encroaches on the stream bed at any point, stream bed width must be maintained.

The Stanfield Junction project does not involve a stream, hence we anticipate no problems.

Cairo Junction Section, Central Oregon and Olds Ferry - Ontario Highways.

The prospectus indicates no stream involved in this section of roadway, hence the project is approved.

Delena - Rainier, Columbia River Highway.
Pendleton Section, Old Oregon Trail Highway.

Fish passage not required on Beaver Creek crossings.

Fish passage is required on the crossings involved in the Pendleton Highway, although we anticipate no difficulties provided the channel changes and crossings are constructed during low water periods.

Cak Grove Road - Elm Street Section, Medford - Provolt Highway.

There seem to be no streams involved on this project.

Addendum "A" to Location Prospectus, Eggelson Corner - Strohm Road Section, Crow Creek Road. FAS 485.
Fish passage must be maintained in Prairie Creek.

Your favorable consideration regarding the above listed comments will be appreciated. If you have any questions pertaining to the fishery resource, please do not hesitate to contact us.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

11-19-65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (8)
T. C. Roake
J. E. Morelock
R. D. Asburry (8)
L. R Chandler (2)
A. F. Parson (6)

fp

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

21-1127

1714

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Routing

Morgan	Peas
Decker	Morelock
Bend	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

November 4, 1965

RECEIVED
NOV 5 1965
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plans for the following projects which were sent to us under letters dated October 8 and October 27, 1965.

1. High Banks Road-57th Street(Springfield)Section, Eugene-Springfield Highway, Lane County.

2. Alsea Mountain-Hide Creek Section, Alsea Highway, Benton County.

3. Toledo Section, Corvallis-Newport Highway, Lincoln County.

4. Toledo-Pioneer Mountain Section, Corvallis-Newport Highway, Lincoln County.

5. Morrow County Line-Stanfield Junction Section, Old Oregon Trail Highway, Morrow County.

6. Sutherlin Junction Interchange Section, Pacific Highway, Douglas County.

7. Wilsonville Safety Rest Area, Pacific Highway, Clackamas County.

8. Fairgrounds Interchange-Winston Interchange Section, Pacific Highway, Douglas County.

The projects listed above are all approved as no resource conflict is foreseen. We note that the Oregon Fish Commission has discussed with you the passage of fish on West Olallie Creek.

We appreciate being able to review the plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By
R. O. Koski
R. O. Koski
Chief of Liberations

5-65 Copies to:
B. Klaboe
H. Young
Hank Hall (8)
C. Roake
E. Morelock
L. W. Rulien (2)
R. D. Asburry (6)
L. R. Chandler (6)
A. F. Parson (2)
fp

ROK:dm

cc: Director, OFC

RECEIVED
OCT 19 1965

FORM E-30X—80M—7-64 SP 6230-734

FOR FILING

Const
R/W
Corvallis - Newport

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 4, 1965

SUBJECT: Toledo Bypass Section
Corvallis-Newport Highway

To:

Mr. F. D. Morgan
Construction Engineer
BUILDING

10-15

The acquisition of right-of-way and preparation of final contract plans and specifications for this project should be completed as soon as possible in order that we may award contracts at an early date.

ORIGINAL SIGNED BY
E. B. KLABOE

F. S. Klaboe
Assistant State Highway Engineer

FSK:erb

cc: Mr. D. H. Hoehring
Mr. L. H. Young
Mr. R. D. Asburry

8/25
R/W has descriptions and are negotiating.
Scheduled!

NOTED

RECEIVED
MAR 23 1965
FOR FILING

Driving Time

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Depot Slough - Pioneer Nbr
Toledo Bypass Unit
Corvallis - Newport Highway

21-1121

PHYSICAL CHARACTERISTICS

Lambert Mathews

		Ext'g Facility		Field Location		
LENGTH, MILES: Comparative		3.76		2.26		
LENGTH, MILES: Construction		~~~		2.26		
TOTAL CENTRAL ANGLE		1013°		282°		
TOTAL NO. OF CURVES		23		6		
MAXIMUM CURVE		56°		7°		
NO. OF MAX. CURVES		2		1		
MAX. CENTRAL ANGLE, 1 CURVE		129°		77°		
MAXIMUM GRADE		7%		5%		
LENGTH MAX. GRADE		1,040		100'		
LENGTH 3% GRADE OR OVER		6,500		2900'		
TOTAL RISE & FALL		555'		246'		
HIGHEST GRADE ELEVATION		195'		117'		
Driving Time (Calc by T.D.) w/ Lt		6 min		3 min		

COST SUMMARY

GRADING & PAVING	$1,071,000
STRUCTURES	~~~
RIGHT OF WAY	104,000
ESTIMATED CONSTR. COST	$1,175,000

NOT
CORRECT

RECEIVED
DEC 14 1964
FOR FILING

M. GRUBER, M. D.
K. M. ROTTLUFF, M. D.
PHYSICIANS AND SURGEONS
Updike Bldg. – P.O. Bx. 280
Telephone 336-2225
TOLEDO, OREGON

December 5, 1964

21-1139

NOTED
R. L PORTER

Editor
Capital Journal
280 Church St., N.E.
Salem, Oregon

Dear Sir:

I was interested in your report on Wednesday that the chances for the Ollala Creek Dam, in Toledo, were slim. It was of particular interest because the reasons given by your informant, Mr. Wolfe, apparently were based on three points-----cost, inexperience and apathy-----none of which should apply to this type of use for highway fills in Oregon.

In the first place, the lake which would be formed by the Ollala Creek Dam would be more nearly 2½ miles long at high water, and would have a 400 acre county park site at its upper end. There is, at present, a reservoir adjacent to the park site which is owned by Georgia Pacific Paper Corp. and which has been stocked with fish. Secondly, the land acquisition costs would be low at the present time, since the area has only 3 or 4 small houses which would be affected and the rest of the land being either cut-over or pasture land. Some of this adjacent land could be obtained for a state park and launching area for boats to use the new lake. Thirdly, although there are some 24 state parks along the Lincoln County coast, there is only one, recently constructed, small picnic spot between the valley and the coast; despite the excellent fishing streams and better summer weather which the inland area has.

As far as the objections put forth by Mr. Wolfe (and I have been told the same by others of the Highway Department from the first suggestion for this project) they do not stand on merit. I do not know what the extra cost of the dam would be, and have not been told by the department what it would be, but how does one measure the value of a prime recreational resource that such a lake could become? He states that such an expenditure of funds could not be justified to the highway user, but does not say how any other park project is so justified-----and has been justified many times along the coast. I realize that many people like the costal strip ---- but what about the person who would rather enjoy the quiet warmth on an inland lake? What about the person who likes the coast, but travels 100-200 miles to the coast only to be fog-bound at 3 p.m. when the sun still shines warmly inland until 7 or 8 p.m. in the summer? Aren't these people also highway users? Also, why does the highway department need to justify the expense only to highway users; aren't there park users too? Can this be one of the difficulties of having the park division as part of the Highway Department and one of the bases of criticism of its park policy?

If the cost is too high, and who knows yet, there are federal funds available for such uses and possibly local funds; but the state has not even bothered to explore these possibilities.

Mr. Wolfe then goes on to say that Oregon has never built a dam to be used as a highway but that <u>others</u> have. Kentucky has used such a program for three years to create lakes up to 400 acres and has experienced no difficulty. Are these others that have used this system better engineers, or are they just more energetic, imaginative and far-sighted in creating recreational facilities as a secondary benefit to highway construction? He states that there are greater problems (and well there might be); but at present there is an earth fill dam which impounds Georgia Pacific's reservoir and shows that such a dam is feasible.

In effect, then, the highway department's objections can be laid only to apathy; the fact that the highway fill is planned and re-engineering would be something they have never done before. This would not be an adequate reason to ignore the opportunity to create the first all-purpose water recreational facility between the valley and the coast. If it should be rejected, it should be done on the basis of well founded and studied surveys, and not on speculation and timidity.

In closing, I would like to point out that this project has been reviewed and approved by the Lincoln County Area Redevelopment Committee, the Toledo Chamber of Commerce, members of the County Court, the Toledo Citizens' Committee and most of the affected property owners.

Sincerely,

M. Gruber, M.D.

MG:ob
cc: Gov. Hatfield
F. Cooper, Ore. St.
Highway Dept.

FORM E-20X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 16, 1964

SUBJECT:

To: Mr. F. D. Morgan
Construction Engineer
DEPARTMENT

About October 5, Dr. Matthew Gruber of Toledo made a verbal request of Deputy State Highway Engineer R. L. Porter that the Olalla Creek Structure and fill in the proposed Toledo Bypass Section of the Corvallis-Newport Highway be designed and constructed in a manner to accomodate the use of this fill as a dam. He had made a similar request at the public hearing for this section held in Toledo May 27, 1964.

He also contacted State Parks Superintendent Harold Schick who wrote to him September 9, saying that we did not wish to allow such use to be made of our fill. As a result of the request to Porter, Assistant State Highway Engineer B. H. Stephenson asked that Dr. Gruber again be contacted, which Assistant State Parks Superintendent Bill Beckert, Resident Engineer Wendell E. Schwartz, and I did October 13.

We explained to him that from a highway engineering standpoint, such was not being considered for the following reasons:

1. Although the existing ground will support a highway fill by a simple addition of a counter balance, it could ~~considerably~~ conceivably need subexcavating to accomodate a dam.

2. Materials, other than those found within the roadway excavations within the limits of the most economical haul, would likely be required, particularly to construct an impervious fill. He pointed out that Kentucky was using their highway fills for this purpose and that he had written them for information. Undoubtedly, he will be passing this information along in making further requests on this matter. He also pointed out that Georgia Pacific's dam, which is located upstream, was constructed out of materials similar to what might be found in our roadbed excavation.

3. The fills for a dam would need to be of a flatter slope than that required for a roadway which in turn, would necessitate more right of way, more fill, and more structure to drain the area, unless the structure was not located to have the capability to completely drain the reservoir.

4. Special inlet gates would be required on the structure, or a separate overflow structure would be required.

5. It would be necessary to acquire the property that might be flooded.

6. The use of a highway fill for a dam, could conceivably affect traffic safety by becoming a congested area, which would be undesireable on what should be the highway speed through-route.

This left any further consideration of his proposal as to whether it was desireable from a parks standpoint, which Beckert answered essentially as follows:

The valley that would be inundated is so small that it would not allow use for motorboating purposes. Further, that if so used, the banks were so steep that considerable wash would be experienced. The steepness of the adjoining property would preclude any major parks development and limit it to minor park usage, and even it would be limited and expensive to construct.

The lake, as proposed by Dr. Gruber, would have about a 35 foot maximum depth to elevation 45. Only about three homes would be required to accomodate such a water level, but this would leave numerous other homes just above the water's edge that would have to be acquired if the area was to be blocked out for park usage or otherwise the dam would just form a reservoir for private benefit.

Beckert further advised Dr. Gruber that since it wasn't practical for a major park development, that if the local groups wanted to consider something lesser in scope, he would recommend they construct a dam upstream from the highway, where the valley narrowed. Dr. Gruber requested this be put in writing, which Beckert is doing.

Would you please forward a copy of this report to Mr. Stephenson as he is expecting it.

Memo delivered copy personally. 10-16-64 EAP

R. D. Asburry
Division Engineer

By Gerald Wimer

Gerald Wimer
Assistant Division Engineer

GW:cp
cc: Mr. W. M. Beckert
Mr. W. E. Schwartz

RECEIVED
OCT 8 1964
FOR FILING

21-1129
754

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1964

SUBJECT: City Street Connection
Toledo Bypass Section
Corvallis-Newport Highway

To:
Mr. L. P. Shaw
Assistant State Highway Engineer
BUILDING

We have prepared a reconnaissance type study for a connection from our Toledo Bypass to connect to "A" Street in Toledo. Copies of this data are attached. The dashed line on the map represents the existing Corvallis-Newport Highway. The investigated connections from "A" Street to the Bypass are Routes 1, 2 and 3. The attached estimates reveal that for construction costs, which do not include right of way costs, Route 1 is the more economical. Each route has a maximum grade of 8 per cent. The maximum degree of curve varies from 5 degrees to 8 degrees.

It is not anticipated that a great amount of traffic on the Toledo Bypass would use this connection to go into Toledo when the existing highway is connected to the Bypass on each end of Toledo. It is the recommendation of this office that the request for this connection be denied. Should this connection become a reality, it is recommended that the maintenance of the existing Corvallis-Newport Highway, from each end of the Bypass through Toledo, become the responsibility of the City of Toledo.

We are under no obligation to enter into any agreement with the City of Toledo, except for maintenance of the existing highway, for a connection as our proposed Bypass remains outside the city limits.

F. D. Morgan
Construction Engineer

By
Donald L. Trout
Rural Engineer

DLT:fp
Attach.
cc H. S. Cox
R. D. Asburry

Newport

Beaver Creek

Depoe Creek

Siletz

DEPOE

CREEK

ROUTE 13

ROUTE 1

ROUTE 2

Toledo City Limits

TOLEDO

"A" St.

City Limits

CITY CONNECTION
DEPOT SLOUGH-PIONEER MTN.
TOLEDO BY PASS

1"=800'

9-4-64

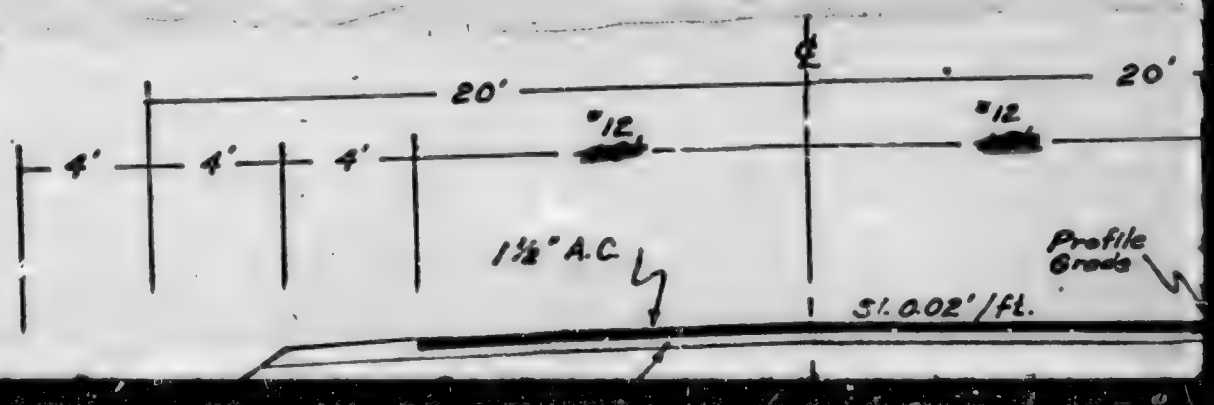
Siletz

Creek

PROPOSED TOLEDO BYPASS

ROUTE-2

ROUTE-1



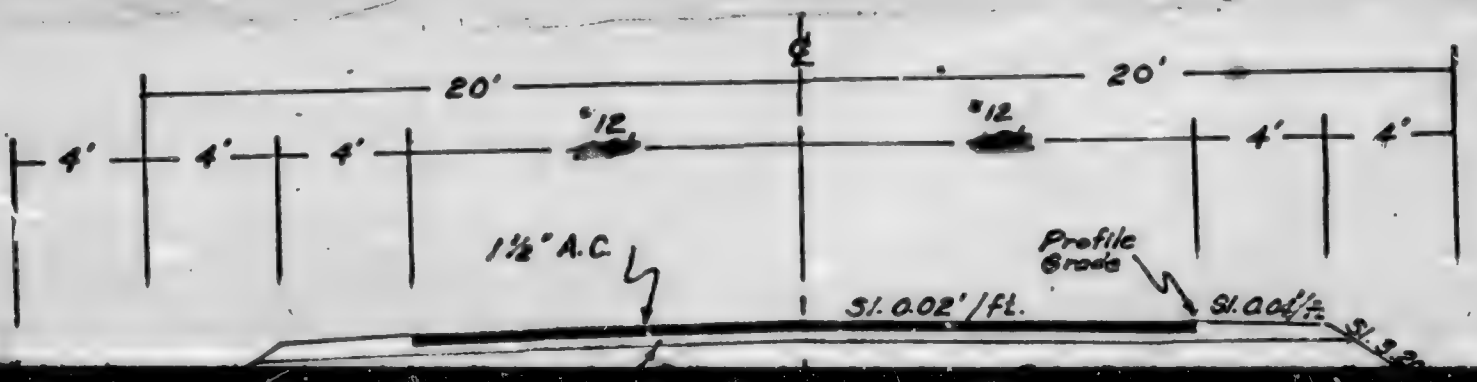
CITY CONNECTION
DEPOT SLOUGH-PIONEER MTN.
TOLEDO BY PASS

1"= 800'

9-4-64

PROPOSED TOLEDO BYPASS

Corvallis



Newport

Beaver Creek

Sidetz

Depoe Creek

ROUTE-3

ROUTE-1

ROUTE-E

Toledo City Limits

TOLEDO

"A" St.

City Limits

CITY CONNECTION
DEPOT SLOUGH - PIONEER MTN.
TOLEDO BY PASS

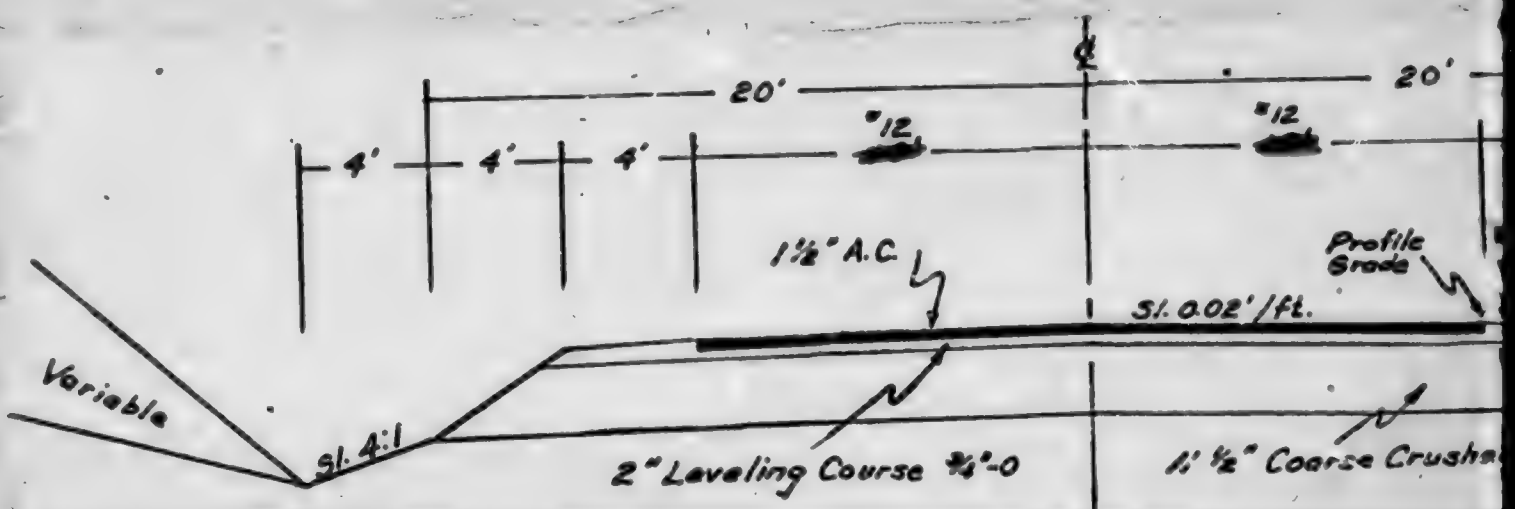
1" = 800'

9-4-64

Siletz

PROPOSED TOLEDO BYPASS

ROUTE-E



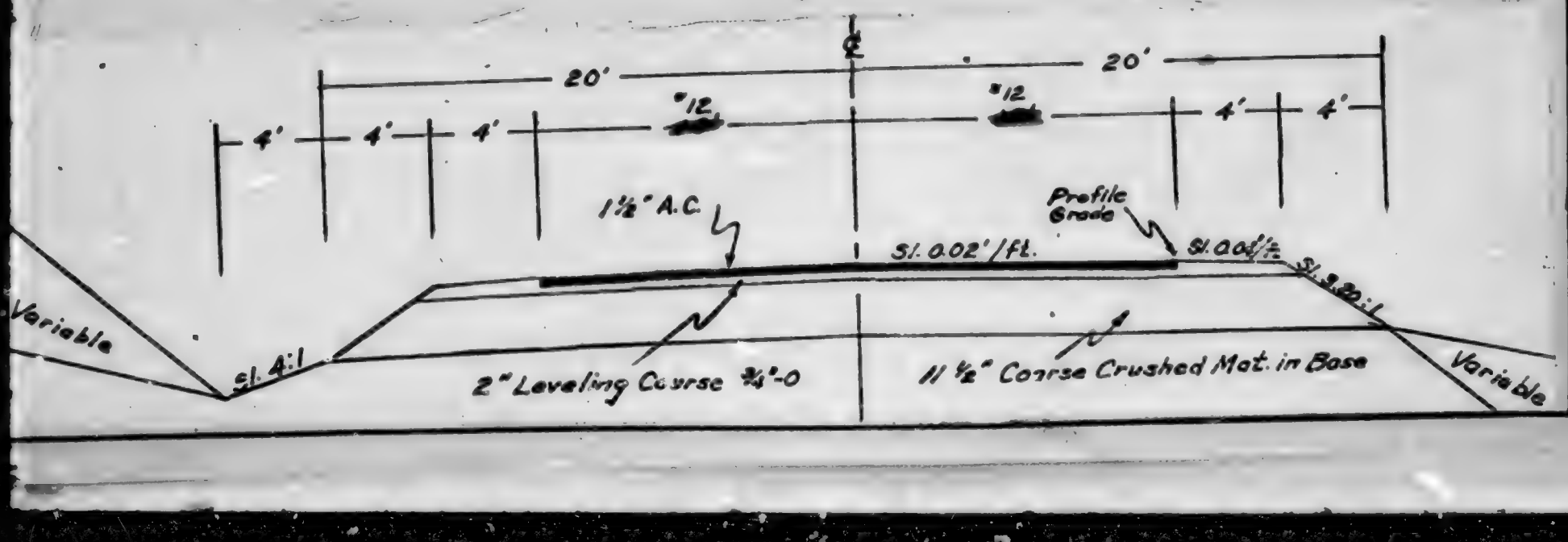
CITY CONNECTION

DEPOT SLOUGH-PIONEER MTN.

TOLEDO BY PASS

1"= 800'

9-4-64



Form E-4p—30M-

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEET

Toledo Bypass City Connection

9-4-64

PHYSICAL CHARACTERISTICS	No 1	No 2	No 3
LENGTH, MILES; Construction	0.795	0.805	0.748
LENGTH, MILES; Comparative	—	—	—
TOTAL CENTRAL ANGLE	163°	56°	149°
TOTAL NO. OF CURVES	2	2	3
MAXIMUM CURVE	12°	5°	8°
NO. OF MAX. CURVES	1	1	1
MAX. CENTRAL ANGLE, 1 CURVE	126°	39°	61°
MAXIMUM GRADE	8%	8%	8%
LENGTH MAX. GRADE	1800'	1900'	1000'
LENGTH 3% GRADE, OR OVER	3700'	3800'	3100
TOTAL RISE & FALL	270'	250'	174
HIGHEST GRADE ELEV.	200'	190'	122'
COST SUMMARY			
GRADING & PAVING	$665,137.00	$833,621.00	$752,65
STRUCTURES	—	—	—
R/W			
ESTIMATED CONSTRUCTION COST			

OREGON STATE HIGHWAY DEPARTMENT

RECONNAISSANCE ESTIMATE

Connection Toledo Bypass — "A" St.

8-31-64

No 1

ITEM	UNIT	NET	ALLOW.	GROSS	PRICE	AMOUNT
Clearing and Grubbing	All	6.000				6,000
Drainage	All	10,000				10,000
Gen. Exc., incl. Haul	Cu.Yd.	840,600	25 %	1,050,750	.45/c.y.	472,837
Finishing Roadbed & Slopes	Mile	0.8	"	1.0	$1200/mi	1,200
Bottom Crse. Base	Ton	12,306	"	15,380	2.25	34605
Leveling Course	Ton	882	"	1,100	2.35	2,585
Sprinkling	M-Gal.	330	"	415	2.50	1038
Preparation of Base	Mile	0.8	"	1.0	400/mi.	400
Aggregate in Binder	Cu.Yd.	84	"	105	5.00	525
Emulsified Asphalt	Ton	13	"	16	48.00	768
Class "B" Asph. Conc.	Ton	1790	"	2240	9.00	20,160
Metal Guard Rail	Lin.Ft.	1200	"	1500	2.50	3750
Metal Guide Posts	Each	45	"	55	7.50	413
						554,281
			20% Engineering & Cont			110,856
						$ 665,137

OREGON STATE HIGHWAY DEPARTMENT

No 2

CONSTRUCTION DIVISION - RECONNAISSANCE ESTIMATE 8-31-64

Connection Toledo Bypass - "A" St.

ITEM	UNIT	NET	ALLOW.	GROSS	PRICE	AMOUNT
Clearing and Grubbing	All	6,000				6000
Drainage	All	10,000				10,000
Gen. Exc., incl. Haul	Cu.Yd.	1,085,115	25%	1,356,394	0.45	610,377
Finishing Roadbed & Slopes	Mile	0.8			1200.00	960
Bottom Crse. Base	Ton	12,453		15,566	2.25	35,024
Leveling Course	Ton	893		1116	2.35	2,623
Sprinkling	M-Gal.	334		418	2.50	1,045
Preparation of Base	Mile	0.8			400.00	320
Aggregate in Binder	Cu.Yd.	85		106	5.00	530
Emulsified Asph.	Ton	13		16	48.00	768
Class "B" Asph. Conc.	Ton	1810		2263	9.00	20,367
Metal Guard Rail	Lin.Ft.	2000		2,500	2.50	6,250
Metal Guide Post	Each	45		56	7.50	420
		Total				694,684
	20%	E&C.				138,937
						833,621

OREGON STATE HIGHWAY DEPARTMENT

No 3

CONSTRUCTION DIVISION - RECONNAISSANCE ESTIMATE

Connection Toledo Bypass - "A" St. 5-31-61

ITEM	UNIT	NET	ALLOW.	GROSS	PRICE	AMOUNT
Clearing and Grubbing	All	5,550	10			6000
Drainage	All	10,000	25			10,000
Gen. Exc., incl. Haul	Cu.Yd.	98,823	245,456	1,227,279	0.45	552,275
Finishing Roadbed & Slopes	Mile	0.74	0.19	.93	1200.00	1116
Bottom Crse. Base	Ton	14227	2,857	14,284	2.25	32,139
Leveling Course	Ton	819	205	1024	2.35	2406
Sprinkling	M-Gal.	306	77	383	2.50	958
Preparation of Base	Mile	0.74	0.19	.93	400.00	372
Aggregate in Binder	Cu.Yd.	78	20	98	5.00	490
Emulsified Asphalt	Ton	12	3	15	48.00	720
Class "B" Asph. Conc.	Ton	1661	415	2086	9.00	18,774
Metal Guard Rail	Lin.Ft.	500	125	625	2.50	1563
Metal Guide Post	Each	42	11	53	7.50	398
						427,211
			20% Eng. & cont.			125,442
						$ 752,653

Culv. 10x8

Hwy #33, Lincoln Co
Toledo Bypass Section
(Hwy file)

FORM S-30 DOM 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 3, 1964

SUBJECT: Olalla slough, Toledo, possible dam construction

To: H. S. Cox
County-City Division

HIGHWAY BUILDING

P. B. Arenstorf

RECEIVED
SEP 4 1964
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Dr. Matthew Gruber from Toledo was in the office to see me concerning the possibility of using the fill some 50+ feet deep which will be made by the relocation of the Toledo-Newport Highway to form a dam for the Olalla slough. Dr. Gruber is on the Lincoln County Planning Commission.

He was wanting to know about the possibility of usi this for a dam to retain water for a recreational lake.

Would you please get in touch with Dr. Matthew Gruber, whose office is in the Updike Building in Toledo, and see if something can be worked out on this matter.

Harold Schick
State Parks Superintendent

HS:ejd

cc - R. D. Asburry

RECEIVED
SEP 4 1964
ENGINEER
COUNTY & CITY DIVISION

9-8-64.
Mr Shaw states that the Dept will Not allow our roadbed to in any way act as a Dam. This information passed on to Asburry + Schick. Schick will communicate this information to Mr. Gruber.

access is finally worked out there. In addition to that, we propose that an additional access be provided. I have prepared a small map here of a much smaller scale which

DR. MATTHEW GRUBER: I am Dr. Matthew Gruber, Toledo. I have prepared a statement and have copies which I will give to the Committee.

Statement of Dr. Matthew Gruber.

"My name is Matthew Gruber. I am a physician in Toldeo and I am speaking on behalf of the Toledo Citizens Committee which is a group of Toledo area citizens interested in community development.

"Our committee has considered the proposed plans for the past few months to assure that Toledo's future development and growth are provided for by the establishment of adequate access to the new highway. We have consulted with the city manager and I have discussed the proposals with members of the County Court. We have been handicapped somewhat in our discussions by not having exact maps or specifications on the construction or location of the highway nor any information as to whether access would be limited or controlled. Our requests, consequently, are general rather than specific at this time.

"The future growth of Toledo is limited on the east, south and west by geographic factors and it is anticipated that most of the future growth will be to the north toward the proposed by-pass. Because of the terrain within the city of Toledo, the present highway 20 is the only east-west throughway in the city and this requires all city traffic which is destined to the east or west to travel through the city or take circuitous routes to reach the highway prior to heading east or west. Because of these two main factors we ask that at least two access points suitable to the plans and desires of the Toledo City Council and the City Manager be provided.

"The second item which we are concerned about is the access to the upper Olalla area. The proposed access which we have had an opportunity to see is inadequate and does not appear to take into account the future development and traffic pressure which this area will have. At the present time there is a 100 acre reservoir owned by Georgia-Pacific Paper Company and which is open to the public for fishing, boating and swimming. Negotiations are being carried on now between Georgia-Pacific and Lincoln County for the establishment of a 400 acre county park adjacent to the lake. When this park is established it will provide the only large, protected, inland body of water for recreational purposes and the park will be the only full use inland park in the mid-coast area and one of the largest in size. Because of the location out of the coastal fog belt and the warmth of the water and climate which allows water recreation until nightfall in the summer, it is anticipated tnat this park will be heavily used by coast and valley residents. We are interested in making sure that any access to the highway in this area be adequate both for the volume of traffic and the safety factors necessary to allow for the slowing of traffic at this point. For purposes of safety we feel that either an underpass at the west end of the Olalla fill with cloverleaf to allow direct access from Toledo and also off and on the highway or

re-alignment of the presently designed accesses so that they are either farther apart to allow sufficient acceleration and adequate time to cross into a left turn refuge or, if possible, closer together so that the left turn refuge is immediately across from the access point. Diagrams of these proposals will be submitted if you desire. I wish to emphasize that we do not consider ourselves as engineers but make these requests in an effort to avoid construction or planning errors which will be detrimental to the growth of the Toledo area or to the purpose of the by-pass.

"The third proposal which we would like to make concerns the utilization of the Olalla fill for a dam to create a lake in the Olalla valley. I have had discussions with Mr. Schick of the State Park Division and at one time he stated that if a reservoir could be created near a state highway for the purpose of recreation or park development the State might be interested in participating in the cost of such a project. The presently proposed 56 foot fill across the Olalla provides an ideal opportunity for the establishment of a lake which could be a mile or more long and which would provide excellent water recreation and fishing with all the climate benefits mentioned for the Georgia-Pacific reservoir. Such a facility would co-ordinate well with the Georgia-Pacific reservoir as one would allow motor propelled boats and the other does not. It is our feeling that even if the water were not impounded immediately, the construction of the fill should be made so that the lower 20 to 30 feet could be used for the dam. This proposal has been discussed with members of the County Court and Georgia-Pacific and has been received favorably by them pending specific details of construction and engineering factors involved. I believe they may make a statement concerning this proposal.

"I wish to thank the members of this committee for the opportunity to present our requests and extend our help in the solution of any problems which we may have posed."

MR. WOLFE: Thank vou, Dr. Gruber. Are there spokesmen for other civic groups? Yes, sir?

MR. V. L. MOORE: My name is V. L. Moore and I represent the Lincoln Hospital District. I would like to protest the location of that part of the highway which joins the new highway bypass. According to a map shown to Mr. Gibson and myself, this roadway comes within 40 feet of the actual building, that is, the right of way comes within 40 feet. This hospital is a new hospital; it was built in 1960 at a cost exceeding $500,000. I know that the State of Oregon will not permit new hospitals to be built within this close proximity of a state highway to get in this, yet here we are building a new state highway just 40 feet from a brand new hospital. I am sure that that land cannot be so valuable that the highway couldn't be moved, say, 100 feet to the north so that it wouldn't take this part of the hospital. In addition to the distance, it also cuts off a substantial part of the parking space of the hospital; it prevents future growth. Some of our utilities are on the part that will be required by the State. We have a very large underground tank that would be on this territory

21-1129
1964

July 29, 1964

Hon. Gordon S. Sinclair
Mayor of Toledo
City Hall
Toledo, Oregon

Dear Mayor Sinclair:

The State Highway Commission at its meeting on July 14 adopted a survey concerning improvement on the Toledo Section of the Corvallis-Newport Highway.

You will recall that a public hearing on this project was held in Toledo on May 27, 1964, and a transcript of the hearing was sent to you.

For your information, we have attached a copy of the Commission's "Survey Resolution No. 285" adopting the survey. This resolution also designates the above section of highway as a throughway. Enclosed are sketch maps showing this survey route and throughway designation.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc Lincoln County Court
Courthouse
Newport, Oregon

Victor Wolfe

COPY FOR MR Vic Wolfe
From Floyd Quarry, Secretary

RESOLUTION

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to make a complete and final survey of the route and location of the Toledo Section of the Corvallis-Newport Highway in Lincoln County, and in connection therewith to prepare a map showing the route and location of said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, the Engineer has reported that he has completed said survey and has submitted the same for approval or disapproval of the Commission; and

WHEREAS, a public hearing was held in the City of Toledo on May 27, 1964, in accord with State and Federal Laws; and

WHEREAS, after due consideration of the aforementioned survey, field notes, transcript of hearing, and other engineering data, it is the judgment of the Commission that the same should be approved and filed; and

WHEREAS, under ORS 374.015 the State Highway Commission may lay out, locate, relocate, adopt, establish, construct, designate, maintain and supervise the use and operation of new highways known as throughways; and

WHEREAS, ORS 374.012(2) provides that any relocated section of any existing highway or such portions of existing highways, which at the time the same are designated as throughways have less than ten commercial businesses abutting thereon in any one mile, may be designated and constructed as, or converted into, throughways by the Highway Commission; and

WHEREAS, the Highway Engineer has prepared a throughway designation map, which for identification purposes bears Sketch Map File No. 1R-4-73 and the date of July, 1964, of the Toledo Section of the Corvallis-Newport Highway, beginning at Highway Engineer's Station 293+00, at Depot Creek, and extending in a northeasterly direction to Highway Engineer's Station 400+00, approximately two miles northeasterly from Depot Creek and has caused said map to be filed in the office of the Highway Department in Salem, Oregon; and

WHEREAS, the Deputy State Highway Engineer has certified to the Highway Commission that there are less than ten commercial businesses abutting thereon in any one mile; and

July 14, 1964

WHEREAS, the Highway Commission has considered the aforesaid map and, after due deliberation, does hereby find and declare that for the purpose of preserving human lives and minimizing property damage and to facilitate the safe and convenient transportation of persons and property by motor vehicles and to promote the safety and welfare of the public in general, that the Toledo Section of the Corvallis-Newport Highway shall henceforth be classified, reconstructed, relocated and maintained as a throughway as that term is defined in ORS 374.010.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively, as follows:

1. That the survey of the Toledo Section of the Corvallis-Newport Highway, beginning at Highway Engineer's Station 293+00, at Depot Creek, and extending in a northeasterly direction to Highway Engineer's Station 400+00, approximately two miles northeasterly from Depot Creek, together with a map, which for identification purposes bears Sketch Map File No. 1R-4-50 and the date of May, 1964, (Right of Way Map No. 8B-30-12, dated April, 1964), field notes and other engineering data submitted by the Engineer hereby are approved, and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed the same shall be done in accordance with said survey and location unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said survey constitutes and is deemed as instructions to the Engineer to prepare and make available to the Legal and Right of Way Department all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of the highway along and over this survey. This approval and adoption shall also constitute authority for the Legal and Right of Way Department to proceed promptly with the acquisition of the necessary rights of way pursuant to the normal and approved method of construction of a highway with limited access control.

4. That the Toledo Section of the Corvallis-Newport Highway hereinbefore described and as shown on Sketch Map File No. 1R-4-50, dated May, 1964, attached hereto and made a part hereof, is hereby selected, designated, and established as a throughway within the meaning and purpose of ORS 374.005 through ORS 374.095, commonly known as the "Throughway Law"; and for the reasons stated therein it is hereby directed that the construction of the same shall be accomplished pursuant to and within the meaning and scope of said law.

5. Whenever the said Toledo Section of the Corvallis-Newport Highway or any portion thereof which herein has been designated as a throughway, is relocated, reconstructed or otherwise permanently improved, such relocation, reconstruction or improvement shall be accomplished so as to preserve the character of the said Toledo Section of the Corvallis-Newport Highway as a throughway.

6. That this resolution be entered in the minutes and records of the Commission as of the 14th day of July, 1964, as "Survey Resolution No. 285."

RECEIVED
JUL 28 1964
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. SIMPSON, MEMBER
PORTLAND

21-1124

-754

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
July 27, 1964

Hon. Gordon S. Sinclair
The Mayor
City Hall
Toledo, Oregon

Dear Mayor Sinclair:

The proposed relocation and construction of the Toledo Section of the Corvallis-Newport Highway presents the need to determine the disposition of the presently traveled route of this highway when the new section is opened to travel.

The Lincoln County Court has indicated its willingness to accept the portion of the present route outside the city limits of Toledo, as shown in red on the attached exhibit map, as part of the county road system when the relocated section is open to travel.

The City of Toledo is requested to accept that portion of the present route, as indicated in blue on the attached exhibit, inside the city limits of Toledo as a city street when the relocated section is open to travel.

Please present this proposal to the Council for their consideration, and if they approve, have the approval certificate on the exhibit map signed and return one copy to this office.

Your cooperation in this matter will be appreciated and if this office can be of service to you, please call on us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

NOTED
FORREST COOPER

PSA:mm
Encl.
bc: Forrest Cooper
R. L. Porter
L. P. Shaw
R. D. Asburry

RECEIVED
JUL 28 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 6 1964
FOR FILING

21-1122
6754

July 3, 1964

Oregon State Highway Commission

Gentlemen:

The survey has been completed on the Toledo Section of the Corvallis-Newport Highway. The public hearing was held on this section on May 27, 1964. The only objection to our project as planned came from the hospital which was constructed after our field survey work was completed. We have revised our alignment in the area of the hospital to stay completely out of its property. The estimated cost of construction is $1,200,000. The estimated cost of right-of-way is $250,000. There are not sufficient funds for construction at this time, but it is desirable to purchase the right-of-way now. You have previously approved the $250,000 of State monies for right-of-way acquisition. The length of this project is 2.03 miles. I am attaching a map for your information.

I recommend your approval of this survey and authority to purchase the necessary rights-of-way.

This matter will be on the agenda for the July 14 meeting.

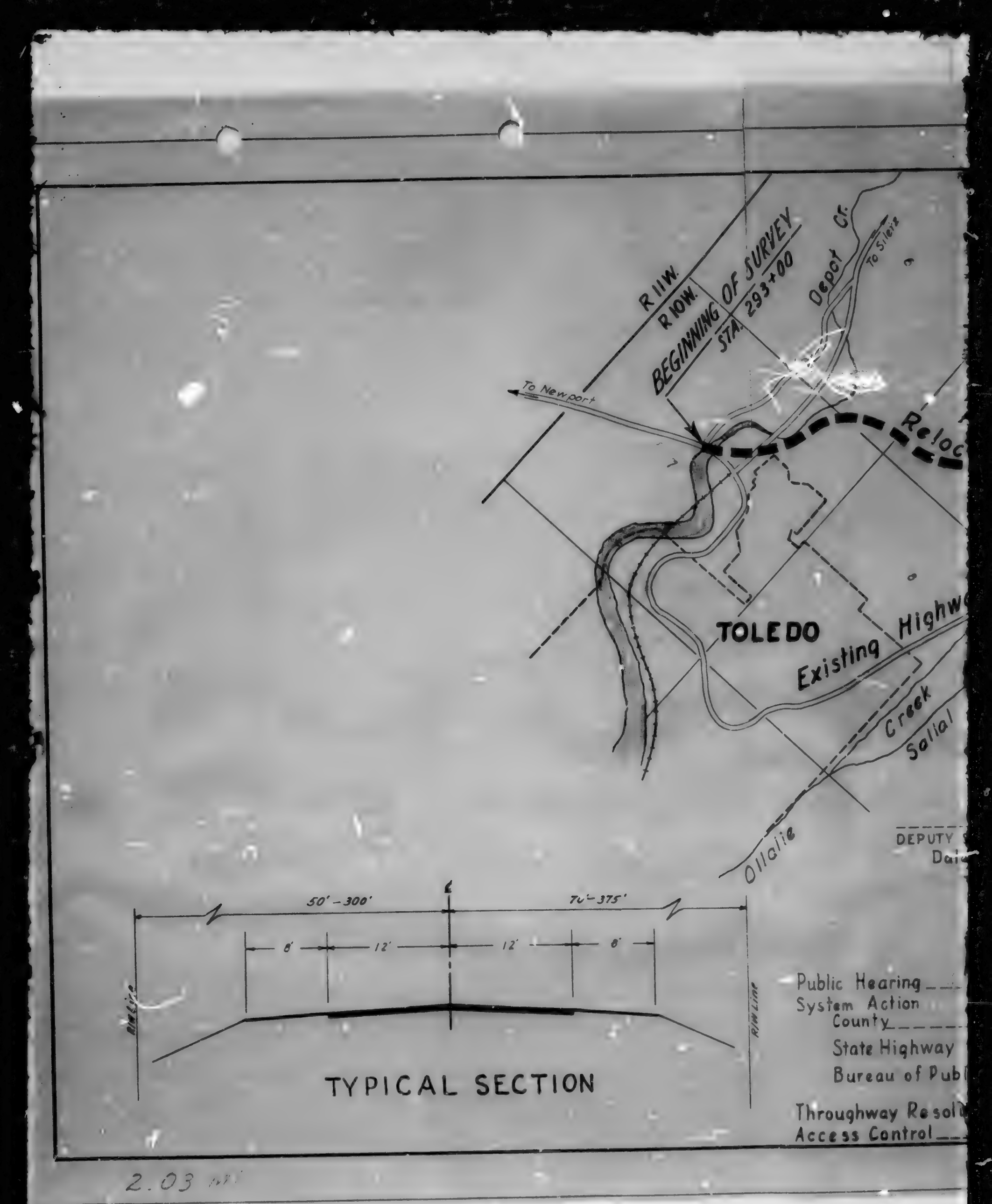
Very truly yours,

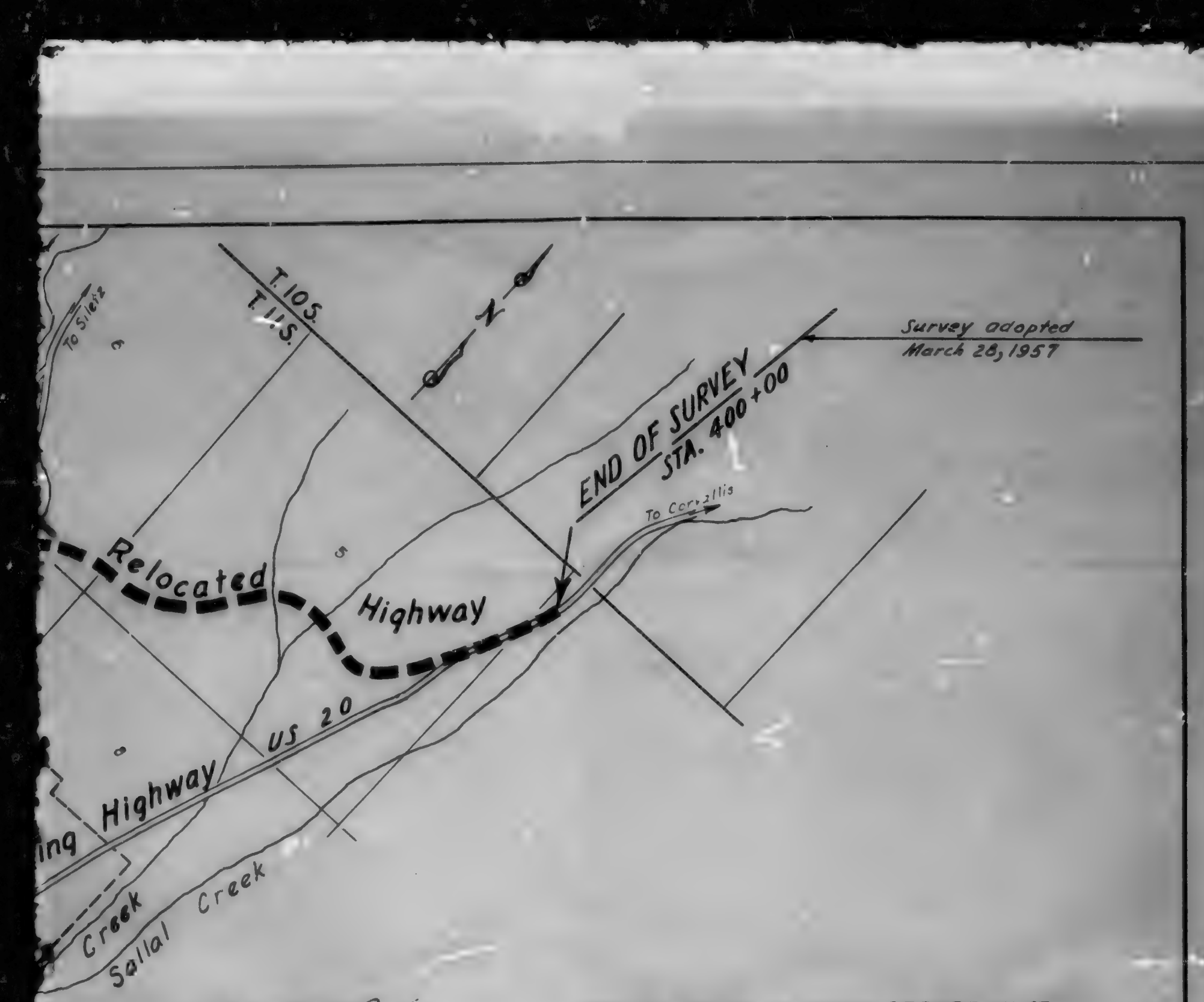
Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
W. T. Wright
C. H. Maison

DJB:ra bbc


R 11W.
R 10W.
BEGINNING OF SURVEY
STA. 293+00
Depot Cr.
To Siletz
To Newport
Relocation
TOLEDO
Existing Highway
Creek
Salial
Ollalie
DEPUTY
Date
50'-300'
70'-375'
6'
12'
12'
6'
R/W Line
R/W Line
TYPICAL SECTION
Public Hearing
System Action
County
State Highway
Bureau of Public
Throughway Resolution
Access Control
2.03 mi



APPROVED

J. L. Tobin

DEPUTY STATE HIGHWAY ENGINEER

Date: JUL 2 - 1964

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

TOLEDO SECTION

CORVALLIS-NEWPORT HIGHWAY

LINCOLN COUNTY

Scale: 1" = 2000' May, 1964

DRG. NO. 1R-4-50

For details see Drg. No. 88-30-12 April, 1964

Hearing	May 27, [illegible]4
Action	
unty	None Required
ate Highway Commission	None Required
reau of Public Roads	None Required
hway Resolution	Required
s Control	Limited

RECEIVED
JUN 22 1964
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 18, 1964

File No. 36788 - Croston
Toledo Section
Corvallis-Newport Highway

Mrs. Gladyce Croston
359 South Beech
Toledo, Oregon

Dear Mrs. Croston:

This will comment further upon your letter of June 8, 1964 directed to Mr. Floyd Query, which referred to a "definite understanding" concerning accesses to your remaining land.

I am advised by Mr. E. J. Benner, District Supervisor who will handle the acquisition program on this project that you were informed fully during the informational hearing of our policies relative to access. I will therefore not burden you with a repetition.

Under Oregon law, no rights of access to the new highway are inherent to your land. We will, however, permit sufficient access to the severed parcel to mitigate the damage of severance. A study and determination of the access which may be allowed will be made prior to the appraisal or negotiation for your property. This will involve a careful examination of the property and of the geometrics of the contemplated highway construction.

Please be assured that we will consult and advise with you prior to any final determination.

Very truly yours,

L. I. LINDAS
Chief Counsel

By Walter T. Wright
Walter T. Wright
Right of Way Engineer

WTW:SM
cc: Floyd Query
L. I. Lindas
E. Benner
Milner Mead

NOTED
FLOYD QUERY

RECEIVED
JUN 11 1964
FOR FILING

71-1129

6754

June 11, 1964

Ms. Gladyce Croston
359 South Beech
Toledo, Oregon

Dear Ms. Croston:

In your letter of June 8 you ask for a more definite understanding concerning access to 150 acres of your property on the Toledo Section of the Corvallis-Newport Highway.

Provisions for access are considered during negotiations for acquisition of the property. It is my understanding that negotiations for right of way have not been started on this section of highway.

So that you may have more complete information, if it is available, I am forwarding your letter to Mr. Walter T. Wright, Right of Way Engineer, who has charge of right-of-way matters.

At this time, there would be no advantage in appearing before the Highway Commission as they would undoubtedly refer the matter to the Right of Way Engineer for handling.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FC:fm
cc Walter T. Wright

359 South Beech
Toledo, Oregon
June 8, 1964

Mr.Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

I have carefully studied the proposed plans for the future construction of the Toledo section of the Corvallis - Newport Highway. I appreciate the efforts of the Highway Commission and am in favor of the project. However, I feel that a more definite understanding concerning accesses to our 150.5 acres of land, which is involved in this project should be made before the purchase of the right-away.

Please consider this matter at your July, second, meeting.

I would be happy to arrange for an appointment.

Thank you kindly.

Yours truly,

Gladyce Croston

Gladyce Croston

I-5-5(11) Wilsonville Safety Rest Area 1966
283 Sec., Pacific Hwy.
#6755 [redacted]

RECEIVED
JAN 28 1969

I-5-5(11)283

6744

January 22, 1969

Mr. Maurice V. Engelgau
Attorney at Law
P. O. Box 336
Coquille, Oregon 97423

Dear Mr. Engelgau:

This is in reply to your letter of January 20 concerning Mr. Joe Csergei's claims which have been filed against four State highway contracts.

The acceptance dates on these contracts are as follows:

Contract No. 6759, Warren Northwest, a Division of Warren Bros. Company, accepted April 12, 1967.

Contract No. 6947, Baltz and San Co., accepted January 15, 1968.

Contract No. 6972, Jim Foster, accepted January 31, 1968.

Contract No. 6943, Aichele Landscaping, Inc., accepted August 28, 1968.

There is no charge for this information.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn

MAURICE V. ENGELGAU
ATTORNEY AT LAW
295 NORTH BAXTER STREET
POST OFFICE BOX 338
COQUILLE, OREGON 97423
TELEPHONE 396-4312

January 20, 1969

Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

RE: Contracts 6755, 6947, 6972 and 6943

Dear Sir:

With reference to the above contracts, I represent a material man who has not been paid, Mr. Joe Csergei of Broadbent, Oregon. Notice of his claims have been filed and according to your previous letters were filed within the six months prior to the expiration of six months immediately following the acceptance of the work.

What I would like to know are the dates of the acceptance of the work in contract number 6755, 6947, 6972 and 6943.

Please forward said dates and if there is any charge for this information upon receipt of your statement for the same I shall immediately remit.

Very truly yours,

Maurice V. Engelgau

MAURICE V. ENGELGAU

MVE/lg

cc

NOTED
FLOYD QUERY

RECEIVED
JAN 21 1969
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
APR 2 - 1968
FOR FILE

I-5-5(11)283

6755

April 2, 1968

Mr. Norman B. Kobin
Kobin & Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Dear Mr. Kobin:

In reply to your letter of March 28 re Contract 6755, Warren Northwest, the letter to which you refer was answered on December 7, 1967. The reply was sent to Warren Northwest, Post Office Box 20337, Portland, Oregon 97220, attention Mr. Dave Meagel.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fa

cc R. L. Porter
F. S. Klaboe
Victor D. Wolfe
F. D. Morgan

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
JACK L. JOYCE

LEO LEVENSON
OF COUNSEL

223-1108

March 28, 1968

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Re: Contract No. 6755
Wilsonville Safety Rest Area
Warren Northwest, Contractor

Dear Sir:

On or about November 25, 1967, the writer assisted Warren Northwest in assembling and forwarding a claim to the Oregon State Highway Department. The claim was directed to the attention of Mr. Floyd Query, the secretary. For facility of reading, we enclose copy of the claim, together with attached letter and transmittal letter to Mr. Query.

On November 28, 1967, Mr. Query acknowledged receipt of the claim. By his letter he stated that the matter was being forwarded to the office of the State Highway Engineer. The letter indicated that we would be hearing from the State Highway Engineer relative to the requests made.

Four months have elapsed. We have heard nothing. We would request that you immediately advise the status of the claim.

See Bd's Answer

There is one obvious matter which I would care to call to your attention. On July 6, 1967, contractor was advised by E. J. Hall, Resident Engineer, to stop work on the planting of trees, shrubs and vines. The stop work order provided that contractor would be allowed 30 calendar days after it was lifted to complete all the planting work. The proceed with work order did not issue

State Highway Engineer

March 28, 1968

until December 1, 1967. Despite the 30-day period of time allowed to the contractor subsequent to said date, we are now advised that time has been charged during the month of December, 1966. It is difficult to understand by what authority the conditions and terms of the stop work order are now being superseded.

If it is your pleasure, and if something meaningful can be accomplished by conference, we would be glad to attend one.

Very truly yours,

KOBIN & MEYER

Norman B. Kobin

NBK/dc

RECEIVED
APR 1 1968
OREGON
STATE HIGHWAY COMMISSION

February 14, 1967

Mr. E. J. Hall
Resident Engineer
Oregon State Highway Department
P. O. Box 30
Salem, Oregon 97310

Re: Wilsonville Safety Rest Area, Pac. Hwy. Clackamas County, Contract # 6755, Prefix 603-1093

Dear Mr. Hall:

Warren Northwest respectfully requests the Highway Commission to allow an increase in the specified time for the completion of work without assessment or liquidated damages required by the terms of the above contract, allowing the corporation to and including December 30, 1966 for its full performance. The following listed conditions and changes delayed and prevented completion of work and required the additional time, to-wit:

1. Four days required for the performance of State Highway Commission's Order for Extra Work number 2 submitted to Warren Northwest July 12, 1966 for the removal, repair and reinstall submersible pump.

2. Four days required for the performance of Highway Commission's Order for Extra Work number 3 submitted to Warren Northwest July 19, 1966 for the outside surface of fifteen drinking fountains.

3. Three days required for the performance of State Highway Commission's Order for Extra Work number 4 submitted to Warren Northwest August 15, 1966 for repairs to picnic tables.

X 4. Thirty-five days required for the State Highway Commission's Order for extra Work number 7 submitted to Warren Northwest September 7, 1966 to complete roadside seeding entire project. Occasioned by the Commission's increase in total area to be seeded.

X 5. Thirty days delay occasioned by Stop Work Order dated July 6, 1966 ordering that the planting of trees, shrubs and vines be delayed until "fall planting season".

6. Four days required for the performance of the State Highway Commission's Price Agreement number 8 submitted to Warren Northwest on September 21, 1966 occasioned by the error in plans and/or engineering for the elevation of the floor foundations of the toilet buildings north and south side of project.

7. Five days required for the performance of the State Highway Commission's Price Agreement number 9 occasioned by the error in plans and/or engineering requiring extra depth for sewer lines north and south side disposal field and affluent lines of this project.

8. Thirty days required for delay in delivery of Joslyn #J902461l-Type V, and Joslyn J902471l-Type IV luminaries manufactured only by Westinghouse Electric Company. The manufacturers delivery delay in all probability was caused by the international situation in Viet Nam. See attached copy of Contractors Request for Increase in Number of Workdays dated June 23, 1966.

In the preceeding we are asking for 115 days in time extension. It is our opinion that the 69 days we are charged with for liquidated damages should be cancelled. Going through our job file, I find that there have been request for time extensions throughout the working contract. Due to the variations of the items, it was very difficult to have one phase not effect the other thereby causing a chain reaction in delays. It is our contention that the completion date for the above subject contract should be extended to December 30, 1966. We would appreciate your immediate attention to this matter and ask that you advise us at your earliest convenience.

Very truly yours,

J. Russ Storms
Superintendent

RECEIVED
APR 1 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 29 1968
FOR FILING
I-5-5(11)2

March 29, 1968

Mr. Joe Csergei
Box 122
Broadbent, Oregon 97414

Dear Mr. Csergei:

This is in reply to your letter of March 26 informing us that you have not received money from Rich Northwest Nurseries for furnishing of shrubs on highway jobs.

We have reviewed previous correspondence and find that you have filed claims with the Secretary of State on three highway contracts. All of these were filed within six months after acceptance by the Highway Commission. This filing according to law will protect your claims under the bonds. Copies of these claims have also been forwarded to the surety companies which furnished the performance bonds.

You ask for our advise in collecting money from Rich Northwest Nurseries. Our only suggestion other than hiring an attorney would be for you to write the sureties telling them that you have still not received money for shrubs furnished on these projects. Their addresses are as follows:

Contract No. 6947, United Pacific Insurance Company, Fidelity & Surety Department, P. O. Box 1216, Tacoma, Washington 98401

Contract No. 6755, Federal Insurance Company, Bonding Department, 417 Norton Building, Seattle, Washington 98104

Contract No. 5972, U. S. Fidelity &
Guaranty Company, Portland Office,
201 Oregon Bank Building, Portland,
Oregon 97204

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:gc

RECEIVED
DEC 12 1967
PUBLIC HWY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-5-5(11)283
6755

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 7, 1967

2107

Warren Northwest
PO Box 20337
Portland, Oregon 97220

Re: Wilsonville Safety Rest Area
Contract No. 6755

ATTENTION: Mr. Dave Mengel

Gentlemen:

This will reply to your November 25 letters to Mr. Query which I also discussed briefly with you in our office yesterday.

1. Regarding the remaining liquidated damages in the amount of $2400 for 24 days, these amounts remain after the 45 day extension which was granted by the Highway Commission in August. Your request for time extension at that time was based on 8 reasons. The derivation of the 45 days allowed was as follows:

Sixteen days for the roadside seeding added to the contract by price agreement. Our analysis indicated that this work was performed on 7 days in July and August, and 9 days in October, during which liquidated damages were assessed.

Three days were allowed for the change in elevation of the toilet buildings.

Nine days were allowed for the change in plan depth on sewer and effluent lines.

Seventeen days were allowed for the delayed planting of trees, shrubs and vines. This was regular contract work that was expected to be completed within the original contract time. Because of unsatisfactory planting conditions this work was halted by an ordered stop work on July 6, 1966 when 17 days of the original contract time remained. The equivalent of these same 17 days was therefore allowed when work on these items resumed in the fall.

No time was allowed on the other reasons which included pump changes, drinking fountain modifications, repair of picnic table tops, and alleged delay in delivery of luminaires. This was in the belief that these items were doneconcurrently with other work for which time was available under the original contract allotment or approved extensions covered above.

The completion date of records for the project is December 30, 1966. The liquidated damages was derived from the periods 7-22-66 to 8-22-66, 10-6-66 to 10-15-66 and 12-1-66 to 12-30-66 totaling 69 calendar days.

2. The claim for additional compensation on lawn work has apparently not been submitted previously. This is obviously a claim for extra compensation as described in Article 9-6 of the Standard Specifications which requires, among other things, that the contractor give proper notice in writing before any of the extra expense to be claimed is incurred. Even if the claim were made under the provisions of Article 9-16 (and we do not believe that it qualifies under this section), the 90-day limitation stated therein has also expired since the final voucher was mailed to you on April 7, 1967.

Without in any way recognizing a valid basis for the claim at this time, we comment on some aspects of it further as follows: Lawn construction under bid item 65 actually underran 22.4%. Bid item 66, furnishing and planting trees, underran 1.2%. Item 67, furnishing and planting shrubs, overran only 1.6%.

Price Agreement 13 in amount of $485 reimbursed the contractor for protecting lawn area while planting red oak trees and includes a statement that it constitutes full and complete payment for this.

The overhead component of the claim amount of 38.14% seems extremely high. Surely you can appreciate that it is practically impossible at this late date for us to check and confirm an extra 935 man-hours of labor from only the information offered.

For the above reasons we must reject this claim in its entirety. We believe before a meeting could be productive a much better claim basis would have to be established and more specific supporting data submitted.

Very truly yours,

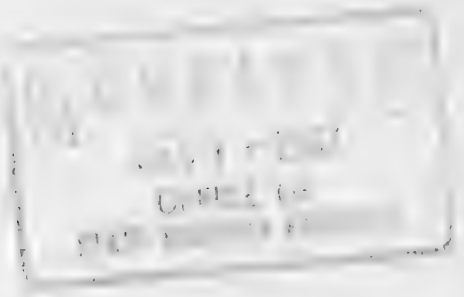
F. D. Morgan
Construction Engineer

By: John A. Bond

John A. Bond
Staff Assistant

JAB:ss

cc: F. B. Klaboe
V. D. Wolfe
Floyd Query
R. D. Asburry
E. Hall



WARREN Northwest
A DIVISION OF WARREN BROTHERS COMPANY
P. O. BOX 20337 - PORTLAND, OREGON 97220

BRANCHES:
PORTLAND - BEAVERTON - STAFFORD - CANBY
TELEPHONE 255-5670

November 25, 1967

Oregon State Highway Department
Salem, Oregon 97310

ATTN: Mr. Floyd Query, Secretary

RE: OSHD 6755,
Wilsonville Safety Rest Area

Dear Mr. Query:

We are today submitting a claim for errors and omissions from the Final and Post-Final Estimates on the noted job.

One of the items to which we object is the imposition of liquidated damages. On February 14, 1967 a formal claim for extensions of time was sent to you. On August 29, 1967 we were advised that the Commission increased the number of calendar days by 45. No detail was given as to the bases upon which the number of days were computed nor the precise period of time covered by these delays.

By reason of the nature of the work and the manner in which it was directed, it will be necessary that we receive a detailed explanation of the exact days involved in the allowed extension. We would also like to know the acceptance date upon which liquidated damages were computed. We would further request information relative to the manner in which the Stop Order of July 6, 1967 relative to the planting of shrubs, etc. was handled.

Our subcontractor is objecting to the imposition of liquidated damages. We therefore must have this information so that we can make a more complete analysis of the position asserted in our claim letter.

Very truly yours,

Dave Mengel

Dave Mengel

DM:bw
cc: Kobin & Meyer

RECEIVED
NOV 28 1967
OREGON
STATE HIGHWAY COMMISSION

WARREN Northwest
A DIVISION OF WARREN BROTHERS COMPANY
P. O. BOX 20337 · PORTLAND, OREGON 97220

BRANCHES:
PORTLAND · BEAVERTON · STAFFORD · CANBY
TELEPHONE 255-5670

November 25, 1967

Oregon State Highway Department
Salem, Oregon 97310

ATTN: Mr. Floyd Query, Secretary

RE: OSHD 6755,
Wilsonville Safety Rest Area

Dear Mr. Query:

The following claims for errors and omissions from the Final and Post-Final Estimates are herewith noted. Basically, these claims involve our approved sub-contractor, Spragues' Commercial Landscaping, Inc. The details herein set forth are found in the various written contentions which have been forwarded to us by our subcontractor.

1. Liquidated Damages -- 24 days at $100 -- $2400.

The contract time set was 150 calendar days, under Article 8.7, Special Provisions. This would set the time at approximately July 22, 1966. Refer to our letter of February 14, 1967 for supporting detail of a request for an extension of time consistent with actual completion to eliminate all liquidated damages. For facility of reference, a copy of this letter is enclosed.

The extensions of time should have been allowed under Article 8.8 of the General Specifications Provisions, to January, 1966, as each of the assigned causes were beyond the contrd of contractor or occasioned by the actions or inactions of the State.

In addition to the reasons assigned in this letter, it is our position that liquidated damages were erroneously computed on the basis that December 30, 1966 was the work completion date. Beneficial occupancy was given to the State on approximately August 3, 1966. Full use of all facilities by the public was made available on that date. Substantial performance therefore, which is a proper guideline in determining liquidated damages, was accomplished as of this date. The time for planting of shrubs, etc. was extended by

Stop Order dated July 6, 1967. Thirty days was extended to accomplish this planting from rescission of this order. The order was rescinded December 1, 1966. All work was completed by December 30, 1966. No liquidated damages can be charged for this item.

The added work allegedly required of the subcontractor as hereinafter set forth affords additional reasons for time extension.

2. Additional Compensation -- Insallation and Establishment of Lawn -- $8,119.47

(a) Due to complexity and sequential scheduling necessary to build this project as directed by State, sub was forced to seed during a time other than specified (spring or fall).

(b) Sub was interrupted in production by the improper stop seeding order of Oregon State Highway Department of August 4. The grade had previously been accepted and consent given to seed.

(c) Additional hand grading and removal of debris beyond that called for by the specifications was directed after previous approval.

(d) Trees in excess of those indicated were left in the areas to be seeded.

Because sub was directed to seed during the "off" season, it was also required to provide water and maintenance care during a time little or no rainfall could be expected. Furthermore, it was required to establish grass during the height of the tourist season. The Oregon State Highway Dept. had taken over full use of the facility prior to this work. This resulted in a great deal of traffic over the newly seeded areas. The pumps which supplied water to the irrigation system, as well as to the toilet facilities, were inadequate during the peak tourist season and the dry summer months. All of this resulted in additional costs.

The additional costs incurred in lawn installation and establishment are detailed as follows:

Additional labor cost in lawn installation and maintenance, 935 man hours at $5.49 per hour* $5,133.15

* $5.49 includes gross labor, benefits, subsistence, payroll taxes and insurance.

Additional equipment cost in lawn installation, 69 hrs. tractor and truck, at $4.00 per hour	276.00	
Additional material in reseeding and fertilizing 2 acres (area seeded prior to August 4), 100# seed at 43 cents,	43.00	
800# fertilizer at $3.60 CWT	28.80	
Total additional cost,	$5,480.95	
Overhead, 38.14%	2,090.43	
Profit, 10%	548.09	$8,119.47

We would suggest that we, along with our subcontractor, meet with your authorized personnel to discuss these matters in more detail.

Very truly yours,
WARREN NORTHWEST

By Dave Mengel
Dave Mengel

DM:bw
Encl
cc: Kobin & Meyer

RECEIVED
NOV 28 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 1 - 1967
FOR FILING

I-5-5(11)293
6755

November 28, 1967

Warren Northwest
P. O. Box 20337
Portland, Oregon 97220

Attention: Mr. Dave Mengel

Gentlemen:

This morning we received your letter of November 25 to which was attached a letter of the same date claiming errors and commissions from the final and post-final estimates on Contract No. 6755 for work in the Wilsonville Safety Rest Area.

Your letter is being forwarded to the office of the State Highway Engineer for such information as they can give you concerning the questions raised in your letter including a possible meeting with highway personnel to discuss these matters.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:gs

cc: Mr. Forrest Cooper

February 14, 1967

Mr. E. J. Hall
Resident Engineer
Oregon State Highway Department
P. O. Box 30
Salem, Oregon 97310

Re: Wilsonville Safety Rest Area, Pac. Hwy. Clackamas County, Contract # 6755, Prefix 603-1093

Dear Mr. Hall:

Warren Northwest respectfully requests the Highway Commission to allow an increase in the specified time for the completion of work without assessment or liquidated damages required by the terms of the above contract, allowing the corporation to and including December 30, 1966 for its full performance. The following listed conditions and changes delayed and prevented completion of work and required the additional time, to-wit:

1. Four days required for the performance of State Highway Commission's Order for Extra Work number 2 submitted to Warren Northwest July 12, 1966 for the removal, repair and reinstall submersible pump.

2. Four days required for the performance of Highway Commission's Order for Extra Work number 3 submitted to Warren Northwest July 19, 1966 for the outside surface of fifteen drinking fountains.

3. Three days required for the performance of State Highway Commission's Order for Extra Work number 4 submitted to Warren Northwest August 15, 1966 for repairs to picnic tables.

X 4. Thirty-five days required for the State Highway Commission's Order for extra Work number 7 submitted to Warren Northwest September 7, 1966 to complete roadside seeding entire project. Occasioned by the Commission's increase in total area to be seeded.

X 5. Thirty days delay occasioned by Stop Work Order dated July 6, 1966 ordering that the planting of trees, shrubs and vines be delayed until "fall planting season".

6. Four days required for the performance of the State Highway Commission's Price Agreement number 8 submitted to Warren Northwest on September 21, 1966 occasioned by the error in plans and/or engineering for the elevation of the floor foundations of the toilet buildings north and south side of project.

7. Five days required for the performance of the State Highway Commission's Price Agreement number 9 occasioned by the error in plans and/or engineering requiring extra depth for sewer lines north and south side disposal field and affluent lines of this project.

8. Thirty days required for delay in delivery of Joslyn #J902461l-Type V, and Joslyn J902471l-Type IV luminories manufactured only by Westinghouse Electric Company. The manufacturers delivery delay in all probability was caused by the international situation in Viet Nam. See attached copy of Contractors Request for Increase in Number of Workdays dated June 23, 1966.

In the preceding we are asking for 115 days in time extension. It is our opinion that the 69 days we are charged with for liquidated damages should be cancelled. Going through our job fille, I find that there have been request for time extensions throughout the working contract. Due to the variations of the items, it was very difficult to have one phase not affect the other thereby causing a chain reaction in delays. It is our contention that the completion date for the above subject contract should be extended to December 30, 1966. We would appreciate your immediate attention to this matter and ask that you advise us at your earliest convenience.

Very truly yours,

J. Russ Storms
Superintendent

[illegible] OCT 25 1967

STATE COPY

FORM PR-33A (2) cc: OSHD (Klaboe)
Region
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

I-5-5(11)203

FINAL REPORT

(PPM 20-6.1)

es

REGION NO.	REPORT NO.	COUNTY	DIVISION
6	3	Clackamas	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
10-10-67	J. J. Hegmann, Area Engr	I-5-5(11)283

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACTING AGENCY	TIME ELAPSED	APPROVED EXTENSION(S)
12-30-66	4-12-67	219 calendar days	45 days

CONTRACT TIME	LOCATION
150 cal days	On I-5, 1 mile S. of Willamette River crossing, approx. 28 mi. N.of Salem

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.
There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Other remarks:

WILSONVILLE SAFETY REST AREA
PACIFIC HIGHWAY
Grading, Paving, and Facilities

As noted in the previous report, all work performed by the contractor was completed on December 30, 1966. Work performed by State Forces under State Force Order No. 2 found to be in the public interest and approved by our March 15, 1967 memorandum was completed June 30, 1967. State Force Order No. 2 had superseded State Force Order No. 1 and concerned safety revisions to signing in gore areas; estimated total cost of State Force Order No. 2 was $1,400.00 of which $200.00 of related landscaping costs is nonparticipating.

NOTED F. B. KLABOE

Price Agreement No. 5 provided additional payment to contractor for additional asphaltic percentage ordered by the engineer. Estimated total cost was $1,836.00, but as per our conditional approval memorandum of April 11, 1967, participation in cost incurred under that price agreement is limited to $393.66.

Price Agreement No. 7, approved July 22, 1966 and estimated to cost $2,788.00 at a negotiated price of $557.75 per acre, provided for

(more)

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Original signed by
J. J. HEGMANN

Acceptance of the project is recommended.

J. J. Hegmann
Area Engineer

Original signed by
C. K. Brooks
Div. Engineer

Project Accepted October 10, 1967
Date

C. R. Brooks
Division Engineer
Assistant

morgan 10-18-67

roadside seeding five acres disturbed by construction and not suitable for lawn. Actually 8.47 acres was seeded for esthetics and maintenance considerations and at the same time Lawn Construction, Item 65, was decreased by approximately 1.5 acres. Cost of Price Agreement No. 7 totaled $4,724.14.

Except for the above items, there were no major increases or decreases in significant contract items or other major changes. Total contract construction cost amounted to approximately $398,950.00, an underrun of 2.0% when compared to the $407,192.95 bid amount. Engineering costs was approximately $44,135.00 which exceeded the estimated engineering cost of $32,599.43 by 35%; this increase is attributed to the complexity of the project, the numerous price agreements and orders, and the late completion of the contract work. Total cost is estimated to be $447,407.00.

By letter dated June 13, 1967, the State advised of the contractor's request for an extension of contract time from 150 to 219 calendar days. The State was able to recommend an extension of 52 days due to extra work, price agreement work, and due to delays in obtaining acceptable substitute luminaires. By August 10, 1967 memorandum, we concurred in allowing 45 additional days which appeared justifiable under the terms of the contract. By August 29 letter, the Highway Commission approved the 45-day increase. Liquidated damages for the remaining 24 days or $2,400.00 will remain as a deduction on the final estimate.

RECEIVED
OCT 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 19 1967
FOR FILING

I-5-5(11)283

6755

September 19, 1967

Mr. Joe Csergei
Box 122
Broadbent, Oregon 97414

Dear Mr. Csergei:

Mr. Mark Astrup, Landscape Engineer, has referred your letter of September 6 to this office.

You mentioned in this letter that you had sold over $5,000 worth of shrubs to Northwest Nurseries in Hillsboro for highway planting jobs in Ashland, Grants Pass, Roseburg, Salem, and Portland.

This appears to be in reference to your claim letters dated August 15 and 25 directed to this department. On August 31, we acknowledged these letters and filed with the Secretary of State those which appeared to be for materials furnished on Highway Contracts Nos. 6755, 6942, and 6947. Filing with the Secretary of State will protect your claim under the bond. The State looks to the surety and the prime contractor for completion of a contract and payment of all bills.

If you are still unsuccessful in collecting your money from Northwest Nurseries, you might want to consult your attorney. Attached for your information are excerpts from Oregon Revised Statutes Relating to Public Contracts.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment
C-H:fkn

Grandview Ore
Sept 6 1967

Oregon State Highway Dept
Salem Oregon
Mr Mark H Actrup

I sold over 5000 Dollars worth of shrubs to Northwest Nurseries in Hillsboro Oregon for highway Planting Jobs.

I wonder if ther is any way I could get my money. Sold shrubs all the way from Ashland, Grant Pass, Roseburg, Salem, Portland, and havent received any money yet.

Please let me know if ther is any way to get any money, and how should I go about it. Thank You

Joe Cerqli

RECEIVED
SEP 12 1967
FOR FILING

I-5-5(11)283

6.156

September 12, 1967

Federal Insurance Company
Bonding Department
427 Norton Building
Seattle, Washington 98104

Gentlemen:

A second post-final payment for $4,500 will be made to Warren Northwest, a Division of Warren Brothers Company, on Contract No. 6755 for grading, paving, and facilities in Wilsonville Safety Rest Area on the Pacific Highway in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $405,257.16 including the post-final payment. Of the total $1,007.34 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Warren Northwest
a Division of Warren Bros. Co.
P. O. Box 20337
Portland, Oregon

Ward Cook-Rodgers Ins. Co., Inc.
534 S. W. 3rd Avenue
Portland, Oregon 97204
C. H. Maison
Attn: John Herr

I-5-5(11)283

FORM E-12E

RECEIVED
SEP 6 1967
OREGON
STATE HIGHWAY COMMISSION

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Claim # 4326

FILED
SEP 1 1967
CLAY MYERS
SECRETARY OF STATE

6755

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 31, 1967

RECEIVED
SEP 1 1 05 PM '67
CLAY MYERS
SECRETARY OF STATE

Mr. Joe Csergei .
Box 122
Broadbent, Oregon 97414

NOTE ON CARD

Dear Mr. Csergei:

This is to acknowledge receipt of your letters of August 15 and August 25 stating that Sprague Nursery owes you for trees in the amount of $264.

From the description in your letters, this appears to be in connection with the Warren Northwest, A Division of Warren Bros. Company, Contract No. 6755, for grading, paving, and facilities in the Wilsonville Safety Rest Area of the Pacific Highway in Clackamas County.

The Federal Insurance Company through Ward Cook-Rodgers Insurance Company, Inc., 534 SW 3rd Avenue, Portland, furnished the performance bond on this contract. We will advise them of the receipt of your claim letters and we will also forward them to the Secretary of State for filing.

Please notify this office when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
SEP - 6 1967
OREGON
STATE HIGHWAY COMMISSION

cc: Federal Insurance Company
Ward Cook-Rodgers Ins. Co., Inc.
Warren NW, A Div. of
Warren Bros. Co.
Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

Broadbent Ore.

Aug 25 1961

Oregon State Highway Dept

Salem Oregon

Linn Nur County

Please send the following trees

2 accepted

Jeo Foster ashland Ore

480 Ponderosa Pine Jacquie 7.60

Betty & Son 7811 East Burnside Portland Ore

146 Incense Cedar Jacquie 292.00

870 Native Trees 4/0 Cent 348.00

Mr J

Oregon State Highway Dept Roseburg Ore

12 Incense Cedar 400 apiece 48.00

53 vine Maple 100 apiece 53.00 Salem

State Highway Dept Mr Leary Salem Ore

50 Incense Cedar 400 apiece 200.00

20 vine Maple 100 apiece 20.00

Sprague Nursery Rest Area Between

Portland & Salem

132 Picea Coerulea 200 apiece 264.00

Mr C C Johnston 5821 Ne Gliss Portland

14 Incense Cedar 400 apiece 56.00

These are the following shrubs

Believed to Both Northwest Nurseries

for Planting on Highway on East and

west side, I know Betty & Jon planted

them and Richels had the other

Planting, you would have to check

with them or Jan Rich Willsboro

52 Manzanita 176.80

52 Wax Myrtle

7 Greene Cedar 42.00

74 Incense Cedar 231.00

73 Vine Maple 65.70

9 Red Native 9.00

24 Incense Cedar 96.00

500 Vine Maple 500.00

7 Incense Cedar 28.00

11 Wax Myrtle 22.00

8 Wax Myrtle 8 ft 40.00

8 Wax Myrtle 6 ft 20.00

Thank You Joe Cargil

Myrtle Point 572 5905

RECEIVED
AUG 21 1967
FOR FILING

August 21, 1967

Mr. Joe Csergei
Box 122
Broadbent, Oregon 97414

Dear Mr. Csergei:

This is to acknowledge receipt of your letter of August 15 advising that Rich Northwest Nurseries owes you a balance of $2,148.30 for shrubs.

From the description given in your letter, it appears that these plants were furnished on several highway contracts.

Will you please give us a description of the jobs by location and the dollar amount of shrubs supplied on each, so we may notify the sureties and file your claims with the Secretary of State.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:gc

Box 122
Brownsmead, Oregon 97414
August 15, 1967

Secretary
Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

Please be advised that we furnished shrubs to the value of $2707.20 in which I received $658.90 leaving a balance of $2148.30 through Rich Northwest Nurseries, Henry C. Hauser Pres.

These plants were delivered to Jim Foster Ashland, Oregon; Balty & Sons Grants Pass Oregon; Oregon State Highway Dept. Roseburg Oregon; Lt. Lacey Oregon State Highway Dept. Salem; Rest Area between Portland and Salem; Balty & Sons Planting in Portland: Aichele Planting in Portland.

Enclosed is a list of the shrubs and amount delivered on State Highway plantings.

Yours truly

Joe Csergei

Joe Csergei

NOTED
C. W. HEAD

FORWARDED
FLORICULTURE

RECEIVED
AUG 17 1967
OREGON
STATE HIGHWAY COMMISSION

FOLLOWI..G SHPUBS WeRe FUR ISHED

52	Manzaneta	176.80
52	Wax Lyrtle	
132	Rhodo Occidentales	264.00
7	Incense Cedar	42.00
74	Incense Cedar 4 to 5	237.50
73	vine Maple	65.70
9	Rhode Maple	9.00
74	Incense Cedar 4 to 5	300.00
500	vine Maple	500.00
7	Incense Cedar	28.00
12	vine Maple	36.00
11	Wax Lyrtle	22.00
53	Vine Maple	53.00
146	Wax Lyrtle	292.00
850	Native Rose	340.00
8	Wax Lyrtle 8ft.	40.00
8	Wax Lyrtle 6ft.	20.00
488	Jeffery Pine	97.60

RECEIVED
AUG 17 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 10 1967
FOR FILING

I-5-5(11)283

6755

1887

August 29, 1967

#7

Warren Northwest
P. O. Box 20337
Portland, Oregon 97220

Gentlemen:

The State Highway Commission today considered your request for an extension of time on Contract No. 6755 on the Baldock Safety Rest Area on the Pacific Highway in Clackamas County.

After considering the recommendation of the Engineer and other available information, the Commission increased the number of calendar days by 45.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc R. D. Asburry
E. J. Hall
L. M. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6755 Contractor Warren Northwest

Highway Pacific

Section Wilsonville Safety Rest Area

Kind of Work Grading, paving and facilities

It is recommended that such extension be granted as requested under the following terms and conditions:

An increase of ~~52~~ 45 calendar days for work performed in connection with roadside seeding, changes in building foundations, changes in sewer and effluent lines, planting stop work time and a delay in delivery of specified luminaires.

Recommended for Approval:

R. D. ASBURRY
Division Engineer

for
Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 6755

Project designation I-5-5(11)283
State—Federal

Date awarded 2/3/1966

Work started 2/21/66

Per cent completed 100% 12/30/66
Date

Specified ~~completion date~~ 150 calendar days

~~Extension requested to~~

Request increase of 52 calendar days

~~Extension requested to~~

Form E-320—3M—7-55

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date February 1, 1967

Gentlemen:

We, the undersigned, respectfully request an extension of until date of final acceptance. ~~xxxxxxxxxxxxxxx~~ days time from ~~xxxxxx~~, 19~~xxxxx~~ to ~~xxxxxxxxxxxxxxxxxx~~, 19~~xxxxx~~, within which to complete our Contract No. 6755, described as follows:

Wilsonville Safety Rest Area, Pacific Highway, Clackamas County

The above request is based upon the following reasons:

See Attached Letter

Respectfully submitted,

WARREN NORTHWEST, A Div. of Warren Bros. Co.
Contractor

By A B Kalkhoven

A.B. KALKHOVEN ~~xxxxxxxxxxxxxxx~~, Superintendent

CONSENT OF SURETY

Date March 13, 1967

We, FEDERAL INSURANCE COMPANY

, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

BY: Lawrence P. Dixon
Attorney-in-fact ~~& Resident Agent~~ (SEAL)

Stan C. Shaffer
Stan C. Shaffer Oregon Resident Agent

State Printing 87499

FORM E-30 SDH 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 7, 1967

SUBJECT: Extension of Time
Wilsonville Safety Rest Area
Pacific Highway
Contract 6755

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

Attached is a request from Warren Northwest, contractor on the subject contract, for an increase in the number of calendar days from 150 to 219. The contractor's request is based on work added to the contract by three Extra Work Orders and three Price Agreements, a stop work order issued concerning planting of trees, shrubs and vines, and late delivery of luminaires. (The contract time expired on July 22, 1966). The contractor's reasons and our recommendations are as follows:

1. The contractor has requested 4 additional days for work performed on the removal, repair and reinstallation of a submersible pump. This pump was installed and appeared satisfactory but after a period of time became inoperable due to the shaft working loose. The contract records indicate that this work was performed while other work was in progress and caused no definable delay. No extension is recommended;

2. The contractor has requested 4 additional days for work performed in connection with grinding the tops of drinking fountain standards. These drinking fountains were made from sections of concrete pipe which had a rough surface finish. The grinding was necessary to prevent abrasions to the rest area users. The contract records indicate that this work was performed while other work was in progress and no obvious delay occurred. No extension is recommended;

3. The contractor has requested 3 additional days for work required to repair picnic table tops. The tables were in place on the project when excessive cracks were discovered, although the material met specifications. Other work was in progress while repair was made and no obvious delay to the overall completion of the project is evident. We cannot recommend an extension for this reason;

4. The contractor has requested 35 days for work performed on roadside seeding. The roadside seeding referred to was added to the contract by price agreement. The additional seeding was added to

the contract to cover areas not covered by lawn construction to provide a continuous, generally uniform cover. This work was started in July, but due to extremely dry soil, a stop work order was issued on August 22. The contractor worked 7 days in July and August on penalty time and 9 days following a resume work order on October 6. These 16 days definitely delayed final completion of the project and an extension of 16 calendar days is recommended; ✓ 16

5. When the stop work order on seeding was issued on August 22, the only work remaining was that required under the roadside seeding price agreement and the planting of trees, shrubs and vines covered by a separate stop work order which was issued July 6, 1966. The stop work letter to the contractor indicated that 30 calendar days would be allowed for completing the planting work required by the contract. There were actually only 17 calendar days remaining when the planting stop work order was issued. The planting stop work order was rescinded on December 1, 1966, and all of the work was completed on December 30, 1966. We recommend that an increase of 17 calendar days (the specified time remaining when the stop work order was issued) be allowed; ✓ 17

6. The contractor has requested 4 days for work required due to a change in the plan for elevation of the toilet buildings. This change in plan occurred after the contractor had started work on the foundations. The contract records indicate that the contractor worked 6 days on this revision. Other work in progress constituted an estimated 50% of the contractor's effort and, therefore, we recommend that an extension of 3 calendar days be allowed; ✓ 3

7. The contractor has requested an additional 5 days for work done in connection with a change in the plan depth for sewer and effluent lines. The maximum depth of these lines is established in the Special Provisions. Therefore, this constitutes a change in the plan. The work was performed over a period of 22 calendar days. It is estimated that the planned excavation would have required 13 days. This additional required excavation definitely delayed other work which had to follow in sequence. There was other work in progress but we feel that the change in plans delayed the overall progress in that all subsequent work in the area where these lines were located was delayed a like amount. An extension of 9 calendar days is recommended; ✓ 9

8. The contractor has requested an extension of 30 days based on a delay in delivery of the specified luminaires. This delay in delivery of luminaires has been the subject of time extensions on other projects and is caused by discontinuance of the specified type of luminaires. The luminaires were ordered on April 8, 1966. The supplier informed the electrical subcontractor that the specified type was not available and a substituted type would be delivered within 45 days of June 17. The luminaires were actually delivered on August 3, and were installed on August 4, 1966, some 14 days following the expiration of the original contract calendar days on July 22. Because the contractor had other concurrent work in progress during this period, which constituted approximately 50% of his efforts, we recommend that an extension of 7 calendar days be granted.

✓ 7

The reasons listed above justify an increase of 52 calendar days. This project was completed December 30, 1966, at which time 69 calendar days had been charged. This represents $6,900 in liquidated damages. We recommend that the calendar days be increased by 52 which will reduce the liquidated damages to $1,700. A chart showing job progress and key dates is attached.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reasons for granting an extension appear to be valid. Rough drafts of letters to the Bureau of Public Roads and to the Highway Commission are attached.

F. D. Morgan,
Construction Engineer

By John A. Bond
John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

RECEIVED
JUN 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

WILSONVILLE SAFETY REST AREA

PACIFIC HIGHWAY

Contract No. 6755 Project No. I-5-5(10)283

PROGRESS CHART

Liquidated Damages Time

150 Cal. Days

Bids Rec'd 1-27-66

Contract Awarded 2-3-66

Contract Started 2-3-66

Work Started 2-21-66 Cal. Days

Basin Excav. Cal. Days

Shelter Completed

Shop work, Plant Trees, Shrubs, Vines 7-6-66 to 9-22-66

Shop work, Roads, Etc. Seeding (PAT) 8-22-66 to 9-22-66

Shop work, Roads, Etc. Seeding (PAT) 9-22-66 to 10-6-66

Remove Work, Roads, Etc. Seeding (PAT) 10-7-66 to 10-21-66

Complete Plant Trees, Shrubs, Vines 10-7-66 to 10-21-66

Resume Work 11-1-66

Contract Completed 11-30-66

Feb. | Mar. | Apr. | May | June | July | Aug. | Sept. | Oct. | Nov. | Dec.

1966

RECEIVED
AUG 25 1967
FOR FILING

I-5-5(11)213

6755

August 25, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 7
August 29, 1967 meeting

Gentlemen:

Warren Northwest, contractor on the Baldock Safety Rest Area on the Pacific Highway (I-5) in Clackamas County, Contract No. 6755, has requested an increase in the number of calendar days from 150 to 219. The contractor's request is based on work added to the contract, stop work time, and late delivery of luminaires.

The contractor has requested additional time for work performed in connection with repair of a submersible pump, grinding tops of drinking fountain standards, and repair of cracked picnic table tops. This work was performed while other work was in progress and no delay to the overall project occurred.

Additional roadside seeding was added to the contract to provide a more uniform grass cover throughout the project. The contractor performed this work over a period of 16 penalty days and this work definitely delayed final completion of the project. An extension of 16 calendar days is recommended.

Because of unsuitable planting conditions in summer, a stop work order covering only the tree and shrub planting work was issued effective July 6, 1966, when there were 17 days of the original contract time remaining. This order was subsequently rescinded on December 1, but by then all the time allowed had expired and had been utilized on other

phases of the work. The tree and shrub planting was accomplished during December, all on liquidated damages. We recommend that 17 days additional be allowed for this reason which, in effect, restores the regular time that was available to the contractor when the stop work order was issued.

Changes in the foundations of the buildings were required as were changes in the plan depth for sewer and effluent lines after the contractor had started this work. These changes conflicted with the planned sequence of construction and definitely delayed the overall project. An extension of 12 calendar days is justified.

A substitution in type of luminaire was authorized because the specified type was not available. This change did involve a delay but we believe it occurred concurrently within the 45 days' extension recommended above so no separate additional time for this reason is justified.

The above reasons justify an increase of 45 calendar days and I recommend an increase in this number. Granting this extension will leave 24 penalty days at $100 per day, for a total of $2,400 in liquidated damages. Approval has been secured from the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the August 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

JAB:ss:nn fn

WARREN
A DIVISION OF WARREN BROTHERS COMPANY
P. O. BOX 20337 · PORTLAND, OREGON 97220

BRANCHES
PORTLAND · BEAVERTON · STAFFORD · CANBY
TELEPHONE 255-5670

February 14, 1967

Mr. E. J. Hall
Resident Engineer
Oregon State Highway Department
P. O. box 30
Salem, Oregon 97310

Re: Wilsonville Safety Rest Area, Pac. Hwy. Clackamas County, Contract # 735, Prefix 66S-1033

Dear Mr. Hall:

Warren Northwest respectfully requests the Highway Commission to allow an increase in the specified time for the completion of the work without assessment or liquidated damages required by the terms of the above contract, allowing the corporation to and including December 30, 1966 for its full performance. The following listed conditions and changes delayed and prevented completion of work and required the additional time, to-wit:

1. Four days required for the performance of State Highway Commission's Order for Extra Work number 2 submitted to Warren Northwest July 12, 1966 for the removal, repair and reinstall submersible pump.

2. Four days required for the performance of Highway Commission's Order for Extra Work number 3 submitted to Warren Northwest July 19, 1966 for the outside surface of fifteen drinking fountains.

3. Three days required for the performance of State Highway Commission's Order for Extra Work number 4 submitted to Warren Northwest August 15, 1966 for repairs to picnic tables.

4. Thirty-five days required for the State Highway Commission's Order for extra Work number 7 submitted to Warren Northwest September 7, 1966 to complete roadside seeding entire project. Occasioned by the Commission's increase in total area to be seeded.

5. Thirty days delay occasioned by Stop Work Order dated July 6, 1966 ordering that the planting of trees, shrubs and vines be delayed until "fall planting season".

6. Four days required for the performance of the State Highway Commission's Price Agreement number 8 submitted to Warren Northwest on September 21, 1966 occasioned by the error in plans and/or engineering for the elevation of the floor foundations of the toilet buildings north and south side of project.

7. Five days required for the performance of the State Highway Commission's Price Agreement number 9 occasioned by the error in plans and/or engineering requiring extra depth for sewer lines north and south side disposal field and effluent lines of this project.

8. Thirty days required for delay in delivery of Joslyn #J90246H-Type V, and Joslyn J90247H-Type IV luminaries manufactured only by Westinghouse Electric Company. The manufacturers delivery delay in all probability was caused by the international situation in Viet Nam. See attached copy of Contractors Request for Increase in Number of Workdays dated June 23, 1966.

In the preceeding we are asking for 115 days in time extension. It is our opinion that the 69 days we are charged with for liquidated damages should be cancelled. Going through our job files, I find that there have been request for time extensions throughout the working contract. Due to the variations of the items, it was very difficult to have one phase not affect the other thereby causing a chain reaction in delays. It is our contention that the completion date for the above subject contract should be extended to December 30, 1966. We would appreciate your immediate attention to this matter and ask that you advise us at your earliest convenience.

Very truly yours,

J. Russ Storms

J. Russ Storms
Superintendent

B—320 (Rev.)- SM 5-66

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ..... June 23, ..., 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from July 23 1966 to 8-23-66 1966, within which to complete our Contract No. 6755, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Westinghouse Electric Supply Co. not able to meet the original required date on shipment of luminaires.

APPROVED BY ~~SUB~~CONTRACTOR

Warren Northwest, Division of Warren Brothers Company

By Steve Dyne Jr. Supt.

Respectfully submitted,

Electric Corp.
Contractor

By ..... Pres.

CONSENT OF SURETY

Date June 23, 1966

We, GENERAL INSURANCE COMPANY OF AMERICA
Seattle, Washington, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

S. A. Baine
Attorney-in-fact

(SEAL)

HUGGINS INSURANCE AGENCY
373 NO. CHURCH ST
SALEM, OREGON

S. A. Baine
Resident Agent

RECEIVED
AUG 16 1967

FORM UNITED STATES GOVERNMENT

Memorandum

I-5-5(11)283

TO 6752 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 10, 1967

In reply refer to: 08-35-DA

RECEIVED
AUG 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Oregon Project I-5-5(11)283
Wilsonville Safety Rest Area, Pacific Highway
Time Extension

Reference is made to your letter of June 13, 1967 regarding the contractor's request for increasing the allowable calendar days on subject project which was completed December 30, 1966. You recommended an increase of 52 calendar days requesting our concurrence.

NOTED
F. B. KLABOE

The extension appears to be justified under the terms of the contract except for the seven days extension proposed under your Item 8 This time, and for that matter the 30 days requested by the contractor, for delay in obtaining substitute luminaires does not appear to be justified because your discussion already covered concurrently more than 30 days extension in earlier items. In effect, the additional seven days would be allowing the contractor the same extra time twice. Concurrence is hereby given for an increase of 45 calendar days.

Time extensions for price agreements and extra work orders has been the subject of previous correspondence from this office. It is interesting to note that in this analysis of the contractor's request involving 8 separate elements, 3 involved extra work orders and 3 involved price agreements. Another element involved a stop-work order for contract items and another the delay due to non-availability of luminaires. Analyzing the entangled price agreements, the extra work orders, the delay and the stop work orders at this date is a formidable task. Again we believe it would have been to your benefit and the contractor's to have initially allowed extra time for extra work under the six respective orders. The direct relationship between allowable time and bid price holds true for work done by price agreement as well as regular bid item work. We feel you are partially loosing the benefit of the interdependent "bid price-allowable time" aspect by considering the time and allowing extensions for extra work after the extra work has been accomplished. We encourage you to implement procedures to allow time adjustments as part of, and concurrent with related price agreements and extra work orders when such orders are initiated.

8-16-67
ing w/Bill
to discuss
Yaling
Division

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 14 1967
FOR FILING
I-5-5(11)-283
6755

June 13, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Request for Extension of Time
Wilsonville Safety Rest Area
Pacific Highway
Project No. I-5-5(11)283

Dear Sir:

We have received from Warren Northwest, contractor on this project, a request for an increase in the specified calendar days from 150 to 219. The contractor's request is based on work added to the contract by three extra work orders and three price agreements, a stop work order issued concerning planting of trees, shrubs and vines, and late delivery of luminaires. (The contract time expired on July 22, 1966.) The contractor's reasons and our recommendations are as follows:

1. The contractor has requested 4 additional days for work performed on the removal, repair and reinstallation of a submersible pump. This pump was installed and appeared satisfactory but after a period of time became inoperable due to the shaft working loose. The contract records indicate that this work was performed while other work was in progress and caused no definable delay. No extension is recommended.

2. The contractor has requested 4 additional days for work performed in connection with grinding the tops of drinking fountain standards. These drinking fountains were made from sections of concrete pipe which had a rough surface finish. The grinding was necessary to prevent abrasions to the rest area users. The contract records indicate that this work was performed while other work was in progress and no obvious delay occurred. No extension is recommended.

3. The contractor has requested 3 additional days for work required to repair picnic table tops. The tables were in place on the project when excessive cracks were discovered, although the material met specifications. Other work

was in progress while repair was made and no obvious delay to the overall completion of the project is evident. We cannot recommend an extension for this reason.

4. The contractor has requested 35 days for work performed on roadside seeding. The roadside seeding referred to was added to the contract by price agreement. The additional seeding was added to the contract to cover areas not covered by lawn construction to provide a continuous, generally uniform cover. This work was started in July, but due to extremely dry soil, a stop work order was issued on August 22. The contractor worked 7 days in July and August on penalty time and 9 days following a resume work order on October 6. These 16 days definitely delayed final completion of the project and an extension of 16 calendar days is recommended.

5. When the stop work order on seeding was issued on August 22, the only work remaining was that required under the roadside seeding price agreement and the planting of trees, shrubs and vines covered by a separate stop work order which was issued July 6, 1966. The stop work letter to the contractor indicated that 30 calendar days would be allowed for completing the planting work required by the contract. There were actually only 17 calendar days remaining when the planting stop work order was issued. The planting stop work order was rescinded on December 1, 1966, and all of the work was completed on December 30, 1966. We recommend that an increase of 17 calendar days (the specified time remaining when the stop work order was issued) be allowed.

6. The contractor has requested 4 days for work required due to a change in the plan for elevation of the toilet buildings. This change in plan occurred after the contractor had started work on the foundations. The contract records indicate that the contractor worked 6 days on this revision. Other work in progress constituted an estimated 50 percent of the contractor's effort and, therefore, we recommend that an extension of 3 calendar days be allowed.

7. The contractor has requested an additional 5 days for work done in connection with a change in the plan depth for sewer and effluent lines. The maximum depth of these lines is established in the Special Provisions. Therefore, this constitutes a change in the plan. The work was performed over a period of 22 calendar days. It is estimated that the planned

excavation would have required 13 days. This additional required excavation definitely delayed other work which had to follow in sequence. There was other work in progress but we feel that the change in plans delayed the overall progress in that all subsequent work in the area where these lines were located was delayed a like amount. An extension of 9 calendar days is recommended.

8. The contractor has requested an extension of 30 days based on a delay in delivery of the specified luminaires. This delay in delivery of luminaires has been the subject of time extensions on other projects and is caused by discontinuance of the specified type of luminaires. The luminaires were ordered on April 8, 1966. The supplier informed the electrical subcontractor that the specified type was not available and a substituted type would be delivered within 45 days of June 17. The luminaires were actually delivered on August 3, and were installed on August 4, 1966, some 14 days following the expiration of the original contract calendar days of July 22. Because the contractor had other concurrent work in progress during this period, which constituted approximately 50 percent of his efforts, we recommend that an extension of 7 calendar days be granted.

The reasons listed above justify an increase of 52 calendar days. This project was completed December 30, 1966, at which time 69 calendar days had been charged.

It is our recommendation that the number of calendar days be increased by 52. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

DES:nn srb

RECEIVED
MAY 15 1967
FOR FILING

I-5-5 (11) 283

6755

May 12, 1967

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

A post-final payment for $485 will be made to Warren Northwest, A Division of Warren Brothers Company, on Contract No. 6755 for grading, paving, and facilities in Wilsonville Safety Rest Area on the Pacific Highway in Clackamas County as soon as the warrant is prepared.

The total amount paid on this contract will be $400,757.16 including the post-final payment. Of the total $1,007.34 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Warren Northwest
A Division of Warren Brothers
P.O. Box 20337
Portland, Oregon 97220

Ward Cook-Rodgers Insurance Co., Inc.
534 S.W. 3rd Avenue
Portland, Oregon 97204
C.H. Maison
Attn: John Herr

RECEIVED
APR 13 1967
FOR FILING

I-5-5 (11) 283
6755

April 12, 1967

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

Contract No. 6755 awarded to Warren Northwest, A Division of Warren Brothers Company, for grading, paving and facilities in the Wilsonville Safety Rest Area on the Pacific Highway in Clackamas County was completed on December 30, 1966, and accepted by the Highway Commission on April 12, 1967.

Final payment in the amount of $20,606.66 will be released to the contractor after April 19, 1967. The total contract amount is $400,272.16 including $1,007.34 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Warren Northwest,
A Division of Warren Bros. Co.
P. O. Box 20337
Portland, Oregon 97220

Ward Cook-Rodgers Insurance Co.
534 SW 3rd Avenue
Portland, Oregon 97204

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
APR 12 1967
FC[illegible]LING
I-5-5 (11) 2[illegible]

Fred W. Hill, Number
Helix
6755

April 12, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed December 30, 1966, on Contract No. 6755. The contract was with Warren Northwest, a Division of Warren Brothers Company and was for grading, paving and facilities on the Wilsonville Safety Rest Area Section of the Pacific Highway in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 12, and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
L. W. Rulien

srb jw

RECEIVED
MAR 2 1 1967

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

FOR FILING
I-5-5 (11) 283

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 15, 1967

In reply refer to: 08-35-DA

6155

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-5(11)283
Wilsonville Safety Rest Area
State Force Orders Nos. 1 and 2

NOTED
F. B. KLABOE

Reference is made to Mr. Young's letter dated February 28, 1967 concerning the subject orders. No action is being taken on State Force Order No. 1 since State Force Order No. 2 supersedes it in its entirety. Consequently, it is understood that all work described will be charged under State Force Order No. 2 and copies of State Force Order No. 1 are not being returned.

State Force Order No. 2 has been approved with the understanding that participation is limited to providing "Exit" signs in the gore and to relocation work for present gore signs Nos. 3 and 4 to provide proper setback outside the lanes.

We are approving the use of State forces under State Force Order No. 2 as being in the public interest under provisions of PPM 21-6.2 for the following reasons:

1. The contractor has moved his main forces from the subject project and is not at this time either equipped or staffed to perform the work contemplated under the order.

2. The State can readily obtain the special materials and has the necessary special equipment and trained personnel to perform the work most economically.

Reimbursement is to be made on an actual cost basis and equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. The estimated total cost of the work to be done under this order is $1400.00, of which $200.00 is nonparticipating, and with Federal participation of $1080.00. A signed copy of the order is returned herewith.

Enclosure

03-17-67

RECEIVED
MAR 16 1967
OFFICE
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contingent upon modification of project G-I P G-I N -.Ldscp. Additional [illegible] Date [illegible] T.D. [illegible] Eng. Coordinator DEC 1 U.S. Bureau of Public Roads

Order No. 2

Project Name Wilsonville Safety Rest Area Date February 15, 1967

Highway Pacific Contract No. 6755 F. A. Project No. I-5-5(11)283

County Clackamas Prefix 603-1093 Account No. 276-02

Description of Work To Be Done:

Relocate the following signs in accordance with present design standards, Drawing No. S-430, signs #1, 2, 3, 4, 5, 6, 7, 8, and 9. Install two exit signs on 4½" breakaway posts.

Landscape areas of sign removal east side.

Location by Station Numbers:

Rest area west side, and rest area east side.

NOTED F. B. KLABOE

Estimate of Quantities and Costs:

Sign relocation and installation of exit signs

Material	$280.00	
Labor	570.00	
Equipment Rental	350.00	
Subtotal		$1,200.00 P

Landscaping work

Material	$ 50.00	
Labor	100.00	
Equipment Rental	50.00	
Subtotal	$200.00	200.00 NP
TOTAL		$1,400.00

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $458,429.56

Present estimate of project cost, including

$1,400.00 for work under this order $458,429.56

Expected under-run / over-run (amount) . . . . . $ 0

Expected under-run / over-run (per cent) 0

Space to right of this line is for use of Salem Office -OVER-

Submitted by: /s/ E. J. Hall
E. J. Hall, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer Asst. Division Engineer

Approved: /s/ L. H. Young Deputy State Highway Engineer Assistant State Highway Engineer Office Engineer

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

It is more practical and economical to have the state forces do this work than to have the contractor move back on the project as all his work is now completed and the project is being finaled out. Prior approval for this order as of Dec. 1, 1966.

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: WILSONVILLE SAFETY REST AREA		WEEK ENDING: February 25, 1967
		SECTION PREFIX: 603-1093
HIGHWAY: Pacific		COUNTY: Clackamas
NAME OF JOB: Wilsonville Safety Rest Area	KIND OF WORK: Grading, Paving, and Facilities	
CONTRACTOR: Warren Northwest	CONTRACT NUMBER: 6755	FEDERAL AID PROJECT NUMBER: I-5-5(11)283
DATE OF CONTRACT: February 3, 1966	DATE WORK STARTED: February 21, 1966	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: SUPERVISION:	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS: 150	WORK DAYS USED CALENDAR DAYS USED: 219
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 146
PROJECT AUTHORIZATION: $ 458,429.56		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 425,830.13	ENGINEERING AUTHORIZATION: $ 32,599.43	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 403,271.28	ENGINEERING COST TO DATE: $ 44,135.90	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT [redacted] UNDERRUN: 2.5 %	PERCENT OF AUTHORIZATION: 135 %	DATE PROJECT WAS COMPLETED: December 30, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	Buildings	Shrubs & Trees
100	100	100	100	100		100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.6	1.6			1.6
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.6	1.6			1.6
TOTAL ESTIMATED QUANTITIES (CONTRACT)	14,500 CY	32,090 T			13,450 T
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	15,267.1 CY	32,614 T			11,229 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		–		–
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Morgan M — Routing
Bond B — Pease E
Barbee — Morelock
Walker — Trout
Glenn — Scott
Ewan — Wilk
Litchfield
Olson

RECEIVED
FEB 22 1967
CONSTRUCTION DIVISION

BLN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

- F I N A L R E P O R T -

Semi-final estimate turned in to division office on February 21, 1967.

SIGNED E. J. Hall Res. Engr. LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JAN 27 1967

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-5 (11) 283
675

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 9, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 30, 1966, on Contract No. 6755, Wilsonville Safety Rest Area Section, in Clackamas County, in connection with Federal-Aid Project No. I-5-5(11)283.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: 1-20-67

Conditions noted on above date:

No exceptions to contractor's work.
SFO for moving signs and installing breakway supports is yet to be completed.

JJH

A. W. Parsons
Division Engineer

RECEIVED
JAN 20 1967

to: Forrest Cooper
Vince Gallagher

By: G. R. Brooks
District Engineer

Young
1-27-67

RECEIVED
DEC 21 1966

6 1 2 6

December 21, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 376 covering revising gore sign posts on the Willsonville Safety Rest Area Section of the Pacific Highway in Clackamas County, Contract No. 6755 in connection with Federal-Aid Project No. I-5-5(11)283.

It is necessary to install breakaway sign posts as a safety feature.

The contractor has moved off of the project. The State is equipped and staffed to do this work more economically and expeditiously than by contract method.

The salvage value to be credited to project for salvaged sign posts.

This work was tentatively reasserted for approval by the BPR Assistant Area Engineer and the field was authorized to proceed December 1, 1966 as an emergency measure. Your approval as of that date is requested.

The estimated amount of the order is $1,000.00 with Federal Participation $900.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CHT:ak

RECEIVED
JUL 1 - 1969
FOR

I-5-5(11)213
H. & E. Langdon 669-34
675.5

Will'amette - Gervais Rd.
Pacific Hwy.
Clackamas County
8B-N-23

DEC 19 1966

230-232

Park Dept C

SEE 1A-8-7

WILSONVILLE-HUBBARD HIGHWAY

E 1,416,000

proposed-
16 ft

Lloyd: Cooper says to
Proceed.

L.L.P.

Cakes advised 8:00 AM 3-13-67
Steam

RECEIVED
JUL 1 - 1969
FOR

Will Iver - Gervais Rd.
Pacific Hwy.
Clackamas County
9A-4-23

DEC 19 1968

I-5-5E(11)213

H. & E. Langdo
669-34

67-5

230-232

Park Place C

SEE 1A-8-7

WILSONVILLE-HUBBARD HIGHWAY

E 1,416,000

proposed-
16 ft

-proposed-

Lot 3

640

7150-18"Corr. I. Pipe-6

Deed P-1058
675-867

37930
19.6 Ac.
2
RA

37932
10.6 Ac.

J.E. Langdon, Jr etux
448-541

650

1

490

S 31°54'W
500.0'

2

5.1 Ac.

37931
9.1 Ac.
1

209 Ac.

37929
1
8.6 Ac.

N 31°54'E
500.0'

Ldg. RW
8077
RA

18"Corr. I. Pipe-68-570

S 31°54'W

660

J.E. Langdon

37929
2
33.5 Ac.

Steinhoff

L. J. Hitz, et ol
629-95

Lot 4

670

SEE 7B-20-12

Phillip E. Yergeri
286-233

E. Hoffm

5

Corr. I. Pipe-72'

669·34

230·232

SEE 1A-8-7

WILSONVILLE-HUBBARD HIGHWAY

E 1,416,000

Proposed-16 ft

-proposed-

Lot 3

640

7150-18" Corr. I. Pipe-60'

Deed P-1058
675-867

37930
19.6 Ac.
(2)
(PA)

37932
15.6 Ac.

J.E. Langdon, Jr etux
448-541

650

430

S 31°54' W
5000'

0.09 Ac.

37931
9.1 Ac. (1)

(2)
5.1 Ac.

37929
(1)
8.6 Ac.

N 31°54' E
5000'

Ldg. RW
8077
(RA)

7150-18" Corr. I. Pipe-68·5'70

S 31°54' W

660

J.E. Langdon

670

37929
(2)
33.5 Ac.

~~E. Steinhoff~~
L.J. Hitz, et ol
629-95

Lot 4

Phillip E. Yergen
286-233

SEE 7B-20-12

E. Hoffm

Lot 5

Phillip E. Yergen

7174-18" Corr. I. Pipe-72'

CLACKAMAS

MARION

26 35

27 34

RECEIVED
DEC 8 1966

FORM FHWA-70 (REV. 8-64) SP*0220-734

Federal Aid Number
I-5-1(55)22
6454
6752

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 2, 1966
Salem, Oregon

NOTED
F B. KLABOE

SUBJECT: SPRAGUES, INC.
LABOR VIOLATIONS

To: MEMORANDUM FOR FILE

On November 22, 1966, we received a memorandum from the Bureau of Public Roads relating to a review of our Project File I-5-1(55) Wall Creek-Siskiyou Station Section. The Bureau stated a foreman for Spragues Commercial Landscaping, Inc., an approved sub-contractor on this project, had made complaints of failure to receive overtime compensation for work performed. The Bureau informed us they would not process the final report or final voucher until this matter had been resolved.

We immediately obtained a listing of all projects that Spragues, Inc., had either been the prime contractor or sub-contractor on for the Oregon State Highway Department. These projects are as follows:

CONTRACT NO.	FA PROJECT NO.	JOB DESCRIPTION	PRIME CONTRACTOR	STATUS OF CONTRACT
6474	I-5-6(53)304	South Unit, Minnesota Freeway	Spragues, Inc.	Final
6755	I-5-5(11)283	Wilsonville Safety Rest Area	Warren Northwest	Active
6454	I-5-1(55)06	Wall Creek-Siskiyou Station	Slate Hall	Final
6372	I-80N-5(11)147	Willow Creek-Airport Road	Earl McNutt Co.	Final
6349	I-80N-4(14)139	E.Unit,Arlington Heppner Jct Inter	Rogers Const.	Final
6367	I-5-2(29)116	Roberts Mountain	Slate Hall	Final
6292	I-80N-5(8)145	Heppner Jct. Interchange	Rogers Const.	Final
6360	I-5-1(52)04	Siskiyou Station-Siskiyou Summit	Slate-Hall	Final
6241	I-5-1(40)009	S. Ashland Inter. Wall Creek	Peter Kiewit	Final
6671	I-80N-5(17)157	Airport Road-Irrigon Junction	Spragues, Inc.	Active
6340	I-5-1(51)18	12th Street-N.Ashland Interchange	Spragues, Inc.	Final
6531	I-5-3(66)155	Anlauf-Elkhead Road	Spragues, Inc.	Final

The Accounting Division has recently completed an audit of Contract No. 6474, South Unit, Minnesota Freeway, for possible overtime violations. This matter is being turned over to the Legal Division for determination as to whether or not violations did occur

On November 30, 1966, a meeting was held with the Bureau of Public Roads to determine what action would be necessary by the State Highway Department to resolve this matter. At this meeting, the Bureau stated they had received a copy of a teletype from Mr. Patterson to John Bond (a copy is attached) notifying them of the complaint made by Mr. Rodney

Culp, foreman for Spragues, Inc., of the overtime violation on the Wall Creek - Siskiyou Station Section job. Mr. Culp stated the underpayment of overtime amounted to something over $4,000.00.

The Bureau was then asked if we would be required to conduct an audit on all of the jobs that Spragues had been associated with. They felt we should audit only the jobs in connection with the complaint.

A review of the certified payrolls submitted by Spragues, Inc., on the above projects were made, and it was mutually agreed that the following jobs would need to be audited:

Contract 6241 - Ashland-Wall Creek
Contract 6454 - WallCreek-Siskiyou Station
Contract 6360 - Siskiyou Station-Siskiyou Station

On December 1, 1966, Mrs. Sprague of Spragues, Inc., was contacted and asked if we could examine her records relating to the above projects that they had been the approved sub-contractor for. She stated we could not examine any records until she obtained legal advice from her attorney to determine if the Highway Department had authority to examine the records. We immediately advised our Legal Division of this situation.

At the present time, we are withholding $10,000.00 on Contract No. 6474, South Unit, Minnesota Freeway, and have stopped all payments to Spragues, Inc., on Contract No. 6671, Airport Road-Irrigon Junction, until this matter is settled.

C. H. Maison
Controller

CHM:rs

cc: R.L. Porter
E.B. Klaboe
G.E. Monde
L.H. Young
F.D. Morgan
Bureau of Public Roads

RECEIVED
DEC 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 30 1966

I-5-5(11) 283
6755

Salem, Oregon
November 30, 1966

Agenda Item 3d
November 22 Commission Meeting

Mr. G.E. Rohde
Chief Counsel

BUILDING

At the November 22 meeting, the Commission named the rest area near the Hubbard Interchange on Interstate 5 the Baldock Safety Rest Area.

Would you please have a resolution prepared and designated as "Commemorative Resolution No. 19". Attached are letters covering this item.

Floyd Query, Secretary

fkn

Attachment

RECEIVED
JUL 1 1969

FOR FILING

I-5-5(11)283
6755

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 15, 1966

To: G. E. Rohde
Chief Counsel Office

SUBJECT: File #R37932 Langdon
Willamette River - Gervais
Road Section Pacific Highway
Clackamas County

Attention: Frank McKinney

In reply to your letter of November 8th relative to the Langdon property adjacent to the Baldock Freeway Rest Area in Clackamas County.

The property best suited to our purpose is owned by James Langdon Jr., laying South of that property purchased from Langdon Sr.

At a staff conference it was agreed that we should acquire the property which is file #R37932. However, it is our desire to acquire the original acreage requested extending from the county road west, which I believe contains 15.6 acres instead of the reduced taking of 11.65 acres.

L. V. Koons

L. V. Koons, Deputy
State Parks Superintendent

...CTED
...P. SHAW

LVK:jkh
c.c.
Lloyd Shaw
Paul Davies

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NOV 16 1966
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
NOV 15 1966
FORM E-30 REV 10-65 SP*23401-734
FOR FILING

I-L(.)-3.3
6755

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1966

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

SUBJECT: R-37932 - Langdon
Willamette River-
Gervais Road Section
Pacific Highway
Clackamas County

☐ Building

You will recall that some time ago you requested me to write to Mr. Harold A. Langdon with respect to whether he might be interested in selling to the State approximately 18½ acres which he owns. This property is located immediately north of our purchase from James Langdon, Sr.

On August 18 I wrote Mr. Harold Langdon but did not receive a reply so I wrote him again on October 26. He has now replied to my letters and I am enclosing herewith a copy of his reply which indicates he is not interested in selling to the State.

This request was made to Mr. Harold Langdon, following many discussions with Mr. James Langdon, Jr., over our acquiring property from him immediately south of the tract acquired from Langdon, Sr. Incidently, our description on the James Langdon, Jr., tract has been reduced from 15.6 acres to 11.65 acres.

It now appears that it is time for an administrative decision as to whether we wish to condemn either of the Langdon brothers or attempt to develop the area purchased from Langdon, Sr., without further addition to the north or south at this time.

Frank
FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks;hg

cc - Mr. David Talbot
Mr. G. E. Rohde

Enclosure

Original copy to Koons - Nov 4.
This will be taken up with
Right of Way very soon.--Koons, Nov 15.

RECEIVED
NOV 15 1966
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

October 29, 1966

RECEIVED
NOV 1 1966
STATE RIGHT OF WAY

Mr. Frank C. McKinney
Assistant Counsel
State Highway Department
Salem, Oregon 97310

Dear Mr. McKinney:

Please forgive my failure to provide an answer to your letter of August 10. However, it was my understanding that a reply would be expected only if we wished to discuss the proposal outlined.

We are not interested in selling any of the land shown on the accompanying sketch. Long term plans for this property have been made, and until such time that these plans can be carried out, the property has been leased.

Sincerely,

Harold A. Langdon

Harold A. Langdon

55 N.W. 139th Ave.
Portland, Oregon 97229

FORM E-125X 20M 7-66

RECEIVED
OCT 27 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. PRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER

I-5-5 (11) 283
6756

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 26, 1966

Mr. Harold A. Langdon
55 N. W. 139th Avenue
Portland, Oregon 97229

Dear Mr. Langdon:

On August 10 I wrote you with respect to the possibility of the State obtaining 18-1/2 acres from you and an additional 0.4 acre from your father in order to complete the planned park which would be located adjacent to our wayside on the northbound lane of Interstate 5.

I would appreciate hearing from you as to any decision that might have been made.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: Lloyd P. Shaw
Dave Talbot
L. V. Koons
D. H. Moehring
G. E. Rohde

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OCT 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 11 1966
FOR FILING

I-5-5 (11) 283
6755

October 10, 1966

Oregon State Highway Commission

Gentlemen:

We have recently opened a safety rest area at approximately M.P. 19.5 near the Hubbard Interchange on Interstate 5.

It is our recommendation that this rest area be named the Baldock Safety Rest Area. Adm. Name.

This matter will be on the agenda for your consideration at the November 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. E. Klaboe
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan

FEK:erb

RECEIVED
AUG 18 1966
FOR FILING

477 Cottage Street, NE
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 12, 1966

08-35.DA-2

A. W. Parsons, Division Engineer
Salem, Oregon

By: Original signed by G. R. Brooks
Dist. Engineer
G. R. Brooks

Oregon I-5-5(11)283
Wilsonville Safety Rest Area

Returned herewith is Order for Extra Work No. 2 on the subject project, submitted with your July 15, 1966 letter which order is not approved for participation for the reason given below:

> Although the pump had been installed to the satisfaction of the inspector, it is doubtful whether the inspector actually witnessed the contractor tightening the pump originally with a wrench and even if so, whether it would free the contractor from his responsibility to install it in an accepted workmanlike manner. We are not aware of any other such failures of apparently similar installations.

Attachments

orig to Young w/encl. 8-18-66

Form 8-800-634

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 15 1966 By G L P
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Wilsonville Safety Rest Area — Date June 29, 1966

Highway Pacific — Contract No. 6755

County Clackamas — Prefix 603-1093

Contractor Warren Northwest, a Division of Warren Brothers Co. — F. A. Project No. I-5-5(11)283

Address PO Box 20337, Portland, Oregon 97220 — Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove, repair and reinstall submersible pump.

Location by station numbers:

Well location, northbound rest area.

Estimate of quantities and cost:

Labor	$200.00
Equipment Rental	190.00
Material	50.00
Total	$440.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Submersible pump ceased to function after being in use for about three weeks. When pump and riser piping wad removed, it was found that a portion of the riser piping had become unthreaded due to back thrust of the motor. Pump was inspected, repaired, rewired and reinstalled. Set screws were installed at each coupling to overcome the thrust of the motor.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 458,429.56
Present estimate of project cost, including $ 440.00 for work under this order	$ 458,429.56
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. J. Hall — Resident Engineer

Approval Recommended: /s/ G. L. Decker — Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry — Division Engineer

Approved /s/ L. H. Young — For Highway Engineer / Engineer of Design / Office Engineer

State Printing

RECEIVED
AUG 12 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 10, 1966

Mr. Harold A. Langdon
55 N. W. 139th Avenue
Portland, Oregon 9722?

Dear Mr. Langdon:

In compliance with our telephone conversation on August 9, 1966, I am enclosing herewith a sketch map showing your ownership outlined in red at the intersection of the Wilsonville-Hubbard Highway and Pacific I-5. The area which is crosshatched contains approximately 18-1/2 acres. As mentioned on the telephone, we are interested in knowing whether or not you would have any objection to negotiating with the State for this area. As you can see from the map it lies immediately adjacent, except for a 15 foot strip, to the parcel which we recently purchased from your father. Also enclosed is a sketch map of your father's property, showing the approximate 15 feet we would need to acquire from him in order to make the two pieces contiguous. The area we need to acquire from you is described as follows:

"A parcel of land lying in the SE-1/4 of Section 26 and in the NE-1/4 of Section 35, Township 3 S, Range 1W, W.M., Clackamas County, Oregon, and being a portion of that property described in that certain deed to Harold A. Langdon and Emma I. Langdon, recorded in Book 669, Page 34, and a portion of that property designated as Parcel #2 and described in that deed to Emma I. Langdon, recorded in Book 646, Page 833, both of Clackamas County Record of Deeds; the said parcel being that portion of said property lying Westerly of the Southerly Extension of the Easterly line of the Jesse Boon DLC #42, Township 3 S, Range 1 W, W.M., Clackamas County.

The parcel of land to which this description applies contains 18.5 acres, more or less."

NOTED
LLOYD P. SHAW

The area we would need to acquire from your father is described as follows:

> "A parcel of land lying in the N-1/2N-1/2NE-1/4 of Section 35, Township 3 S., Range 1 W, W.M., Clackamas County, Oregon, the said parcel being that portion of said N-1/2N-1/2NE-1/4 lying Westerly of that property described in that certain deed to the State of Oregon, by and through its State Highway Commission, recorded in Book 470, Page 281, of Clackamas County Record of Deeds.
>
> Except therefrom that property conveyed to Harold A. and Emma I. Langdon by deed recorded in Book 669, Page 34 of Clackamas County Deed Records.
>
> The parcel of land to which this description applies contains 0.46 acre, more or less."

While we have not obtained a formal appraisal of the above properties in amounts we can recommend to the Highway Commission, our present estimated value of the acquisition of your property is approximately $18,500, and of your father's approximately $500.

If you are interested in discussing this matter further, we would be more than pleased to do so at your earliest convenience.

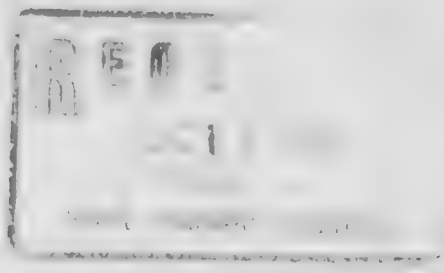
Yours very truly,

G. E. ROHDE
Chief Counsel

By

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
enclosures
cc: Lloyd P. Shaw
Dave Talbot
L. V. Koons
G. E. Rohde
D. H. Moehring



RECEIVED
OCT 7 - 1966
FOR FILING
I-5-3(11)55
175F

...N STATE HIGHWAY DEPARTMENT
Salem Oregon
...ATION OFFICE PHONE 364-2171 Ext. 1501

A

NOTED
R. L. PORTER

66-180-S

NEWS RELEASE

August 2, 1966

The Highway Department's newest and largest safety rest area, located approximately one-half mile south of the Hubbard Interchange on Interstate 5, was opened to traffic today, it was announced by State Highway Engineer Forrest Cooper.

Named the Baldock Safety Rest Area, it will honor a former State Highway Engineer, Robert H. "Sam" Baldock, who started with the Department in 1915. He became Highway Engineer in 1932 and continued as such until his retirement, in 1956. He is now living in Vista, California.

Set in a sylvan grove of Douglas Fir, the rest area offers similar facilities to northbound and southbound traffic. Each area provides parking space for 50 cars and 22 trucks, with truck parking isolated from passenger vehicles by a planted island. Each contains an illuminated information shelter which will provide information on activities and points of interest in the area, rest room facilities with running water, 20 picnic tables, and fresh drinking water. Telephone facilities will also be provided.

Construction was started in February 1966. Landscaping will be completed this fall when planting season will be more favorable.

The use of the safety rest areas has proved most popular with the traveling public since the Oregon State Highway Department, one of the pioneers in this field, added them to its construction program. It is not an uncommon sight to see the areas filled to capacity with passenger cars, trailers and trucks. They permit the traveler to relax and refresh himself before continuing his journey.

On Interstate 5, there are now nine safety rest areas programmed. By the end of this year, eight of these will have been completed and opened to traffic. It is expected that the remaining one on Interstate 5 at South Umpqua, near Roseburg, will be finished in 1967. The safety rest areas are also being built along Interstate 80N and other primary highways. Oregon now has a total of 54 safety rest areas.

# # # # # # # # #

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JUL 25 1966
FOR FILING

115 LABOR AND INDUSTRIES BLDG.
SALEM, OREGON 97310
PHONE: 364-2171, EXT. 1454

STATE OF OREGON

BUREAU OF LABOR

BOILER AND PRESSURE VESSEL DIVISION

N. O. NILSEN
COMMISSIONER

DONALD R. BARTOSCH, CHIEF
BOILER AND PRESSURE VESSEL DIVISION

6755

Date: July 20, 1966

Oregon State Highway Department
Highway Building
Salem, Oregon

INSPECTOR'S REPORT

Date of inspection: July 13, 1966 Inspector: R. E. Hoyt

Kind of plant and location: Rest Stations at Canby Junction

Type of vessel: electric hot water tanks

State number: none assigned

Pressure approved: Permit issued:

Appliance Building Co. hot water tank Ser. No. 203595 - 20" X 3'6"
Approved Watts 3/4" relief valve set at 125 pounds.

Appliance Building Co. hot water tank Ser. No. 203596 - 20" X 3'6"
Approved Watts 3/4" relief valve set at 125 pounds.

These vessels approved by this department with proper relief valves installed.

Very truly yours,

D. R. Bartosch

D. R. Bartosch, Chief
Boiler and Pressure Vessel Division

Interviewed - R. P. Fidler
bop

RECEIVED
JUL 22 1966
OFFICE
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
JUL 22 1966
OREGON
STATE HIGHWAY COMMISSION

Carbon Copy Hunter 7-25-66

1M—8-64

SP*874-839

RECEIVED
JUL 15 1966
FOR FILING

(11)
6755

July 15, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the removing, repairing and reinstalling submersible pump in well in northbound area on the Wilsonville Safety Rest Area Section of the Pacific Highway in Clackamas County, Contract No. 6755 in connection with Federal-Aid Project No. I-5-5(11)283.

This work is necessary for repair and reinstalling pump. This pump has been installed to the satisfaction of the inspector, but ceased functioning after approximately three weeks. Back thrust of motor caused the failure. Set screws were installed at each coupling to overcome the thrust of the motor.

This work was tentatively recommended for approval by the B.P.R. Assistant Area Engineer. Your approval retroactive to June 15, 1966, is requested, due to prior approval inadvertently overlooked.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:cr

Enc.

RECEIVED
JUL 15 1966
FOR FILING
(11)
6755

July 15, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 5 covering a change in specification on the Wilsonville Safety Rest Area of the Pacific Highway in Clackamas County, Contract No. 6755 in connection with Federal-Aid Project No. I-5-5(11)283.

The agreement is to document this change and to reimburse the contractor for additional asphaltic concrete mixture. The specification calls for 6.5% asphalt content. The laboratory mix design recommends 7.0% to 7.3%. Aggregates meet specifications, but the laboratory recommends use of more asphalt.

Our Division Engineer's letter containing justification of cost by our Chief Cost Analyst is attached.

This agreement was tentatively recommended for approval by the BPR Assistant Area Engineer July 11, 1966. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:bb

Form S-[illegible]

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required
Date JUL 4 1966 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Wilsonville Safety Rest Area — Date June 29, 1966

Highway Pacific — Contract No. 6755

County Clackamas — Prefix 603-1093

Contractor Warren Northwest, A Division of Warren Bros. Co. — F. A. Project No. I-5-5(11)283

Address P. O. Box 20337, Portland, Oregon 97220 — Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish miscellaneous parts for submersible pump.

Location by station numbers:

Entire project

Estimate of quantities and cost:

Materials $100.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

According to special provisions, the State was to furnish the contractor with two 3 HP, 220-volt, 4-inch submersible pumps with electrical controls and other miscellaneous items for installation on the project. Several of the specified items were not delivered with the pumps and could not be located. This order provides for reimbursing the contractor for supplying new items where missing.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$458,429.56
Present estimate of project cost, including $100.00 for work under this order	$458,429.56
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. J. Hall, E. J. Hall, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry, Division Engineer

Approved /s/ L. H. Young, Assistant State Highway Engineer (Office Engineer)

State Printing

Amount 8-10-66 C

Form B-300—62

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 1 1966 By _____
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Wilsonville Safety Rest Area Date June 29, 1966

Highway Pacific Contract No. 6755

County Clackamas Prefix 603-1093

Contractor Warren Northwest, A Division of Warren Brothers Co. F. A. Project No. I-5-5(11)283

Address P. O. Box 20337, Portland, Oregon 97220 Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

FINISH OUTSIDE SURFACE OF CONCRETE DRINKING FOUNTAINS.

Location by station numbers:

Fifteen drinking fountains located throughout entire project.

Estimate of quantities and cost:

Labor	$250.00
Materials	50.00
TOTAL	$300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Drinking fountains are constructed inside a three foot section of 15" diameter concrete sewer pipe, standing on end, with the flared bell at the top as shown in standard design drawing #L1001. These sewer pipes were intended for underground installation and as such are not smoothly finished on the outside. The bell rim and the end of pipe is a very rough and abrasive and can cause damage to the user. (OVER)

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$458,429.56
Present estimate of project cost, including $300.00 for work under this order	$458,429.56
Expected under-run / over-run amount	$0.00
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ E. J. Hall
E. J. Hall — Resident Engineer

Approval Recommended: _____ — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ R. D. Asburry — Division Engineer

Approved /s/ L. H. Young — ~~State Highway Engineer~~, Office Engineer.

State Printing

Memo 8-10-66

of the fountain, particularly to children who will have difficulty reaching the fountain due to its height above the ground. Specifications do not require any additional finishing of the tile above that given them by the manufacturer.

This extra work order provides for grinding the top of the tile, the top edge, and the face of the bell down about 4 inches from the top to a smooth surface and for painting this same area with a clear plaxtic finish.

RECEIVED
JUL 22 1966
OREGON DIVISION

RECEIVED
JUL 1 1966
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 29, 1966

6755

SUBJECT: Langdon Wayside and Park

To: Mr. John K. Scott
Right of Way Supervisor
P. O. Box 02157
Portland, Oregon

There has been some discussion about the possibility of moving part of the above park northerly of the James Langdon, Sr.'s property as versus taking James Langdon, Jr.'s property to the south.

Please find attached hereto a description of approximately 15 feet needed from Langdon, Sr.'s property and a description containing approximately 18-1/2 acres from Harold A. and Emma I. Langdon, lying northerly and adjacent to Langdon, Sr.'s property.

The roview appraisal on the Langdon, Jr. property was made by Marvin G. McEldowney. I would deeply appreciate it if you could furnish me Mr. McEldowney's estimate for acquiring the above two parcels, based on his prior experience in appraising Langdon's property. Since a final decision must be made rather soon as to which way this park is to be built, we would appreciate receiving these estimates at the earliest possible date. It is my understanding that Mr. Saling has already forwarded to you a request for a revised description of Langdon, Jr.'s property.

For your information we have now received and recorded the deed from Mr. Langdon, Sr. Mr. Langdon, Jr. refuses to sign a quitclaim deed so we are going to allow him to remove his crop by noninterfering with the area under cultivation until after January 1, 1967. Following that date we will possibly need some surveillance on the property from time to time to make sure that Langdon, Jr. does not attempt to recultivate the state's ownership. Thank you for your assistance on this matter.

FCMcK:ks
attachments
cc: Lloyd P. Shaw
Dave Talbot
D. H. Moehring
G. E. Rohde

FRANK C. McKINNEY
Assistant Counsel

RECEIVED
JUN 30 1966
OFFICE OF
RIGHT OF WAY ENGINEER

RECEIVED
JUN 23 1966

RECEIVED
JUN 23 1966

FOR FILING

1-5-5 (11) 28

6755

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 13, 1966

Mr. David H. Moehring
Right of Way Engineer

Subject: ~~Cancellation~~
R/W File
Baldock State Wayside
Clackamas County

As there will be no further need for the J. E. Langdon Jr. tract of land as an addition to the Baldock State Wayside, please cancel R/W File No. 37952 effective this date.

L. V. Koons, Deputy
State Parks Superintendent

PHB:bt

Was we able to obtain additional acreage with the world around it?

REFERRED TO
By LLOYD P. SHAW
6-23-66

RECEIVED
MAY 27 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
3-5-5(11)282
6755

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 25, 1966

NOTED
R L PORTER

Mr. James O. Goodwin
Attorney at Law
704 Main Street
Oregon City, Oregon

Re: State vs. Langdon, et al
Our File L-4963

Dear Jim:

On this date I was advised by Mr. John Scott, our Right of Way Supervisor, that one of our right of way agents received a telephone call during the past week or so from Harold Langdon, son of Mr. and Mrs. James E. Langdon, fee owners in the above case. Mr. Harold Langdon advised our agent that his father wanted to know when the State was going to pay him for his property and wanted some one from the State to contact him.

Mr. Harold Langdon was advised by our agent that his father was represented by your firm and that any further negotiations would have to be through your firm. Our agent was then informed by Mr. Harold Langdon that his parents had never retained your firm or any other attorney to represent them, and that his father wanted to accept the State's offer and close the case without further problems. He then requested that our agent send to him personally the necessary option to close the transaction.

Our agent complied with this request, but advised Mr. Harold Langdon that even though the option was executed it would not be accepted unless accompanied by a letter from Mr. and Mrs. James Langdon to the effect they were not represented by an attorney.

Based on the above, it is therefore necessary for me to request confirmation as to whether your firm represents Mr. and Mrs. James Langdon, or just James Langdon, Jr.?

Thank you very much for your assistance and cooperation on this matter.

Very truly yours,

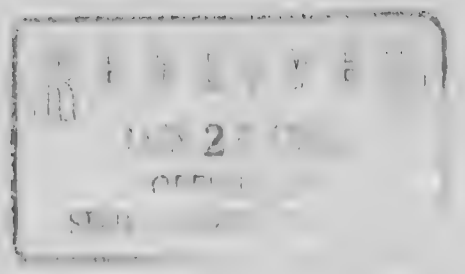
G. E. ROHDE
Chief Counsel

By

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks

cc: R. L. Porter
Lloyd P. Shaw
D. H. Moehring
John Scott
G. E. Rohde



RECEIVED
APR 14 1966

FOR FILING

Form CD-121 (11-63) (Prss. by A.O. 208-1)

UNITED STATES GOVERNMENT

Memorandum

6755

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 11, 1966

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Project I-5-5(10)283
Willamette River - Gervais Road Section
Wilsonville Saftey Rest Area, Right of Way

We are returning the approved right of way plans for the subject project. Authorization to acquire right of way on this project was given October 10, 1958. Federal participation is subject to the provisions of PPM 21-4.1, dated December 30, 1960.

The project agreement will be forwarded for your approval under separate cover.

Enclosure

REFERRED TO
Governor Wilson.
BY ASST. STATE HWY. ENGR
4-13-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 17 1966
FOR FILING

March 16, 1966

Mr. James Langdon, Jr.
Route 2, Box 274
Aurora, Oregon 97002

Dear Mr. Langdon:

Reference is made to your March 10 letter to Mr. Glenn Jackson, Chairman of the State Highway Commission, which was referred to this office for reply.

The Department has reviewed its plan for the overnight park but, because of the heavy public demand, does not feel that the entire project could be abandoned. However, we will be glad to confer with you in an effort to develop an alignment that will be compatible with your operations. This can be done either at Salem or, if more convenient, at your farm.

If this idea meets with your approval, we will be glad to make representatives of the Department available if you will indicate a convenient time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc: Forrest Cooper
Lloyd F. Shaw
Victor D. Wolfe
Frank McKinney

March 10,1966

Mr. Glenn Jackson,Chairman
Oregon State Hiway Commission
Salem, Oregon

Dear Mr. Jackson:

On behalf of my father and I, I would like to take this means to express my views on being forced to sell our farm land to State Hiway Department. It involves 36.2 acres of property.

This land and more owned by other land owners is to be used for an overnight trailer park. The property is adjacent to a wayside rest area now being constructed-about 1½ miles South of Wilsonville on Interstate 5.

Farming is my lively hood and I feel badly about being forced to sell this land. I have indicated to all State Hiway Right of Way Agents, I did not wish to sell. They have told me the Hiway Commission has the right to claim all land as they see fit.

We feel there must be other areas that would be more desireable for an overnight trailer park than this particular site.

We sincerely hope that you will review this park site location and perhaps offer a solution that would be more agreeable with all concerned.

Thank-you very much.

Very truly yours,

James Langdon Jr.

James Langdon Jr.

NOTED
R. L. PORTER

RECEIVED
MAR 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 11 1966
FOR FILING
I-5-5(11)
6755

MARK O. HATFIELD
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

April 6, 1966

NOTED
R. L. PORTER

Dr. Paul M. Brown
902 Portland Medical Center
Portland, Oregon 97205

Dear Dr. Brown:

Thank you for providing me with a copy of the letter which you directed to Mr. Glenn Jackson concerning your property near the Aurora cut-off. I am certain that you have received a prompt reply from the Highway Department explaining the use to which this property is to be placed. I trust that the Department's explanation has, at least in some degree, answered your questions.

Sincerely,

Governor

MOH:ne

cc: Mr. Forrest Cooper

copy of April 5 reply to Dr. Brown sent to Governor. (Ln)

RECEIVED
APR 7 1966
OFFICE OF
HIGHWAY ENGINEER

COPY

RECEIVED
APR 5 - 1966
FOR FILING

April 5, 1966

Dr. Paul E. Brown
902 Portland Medical Center
Portland, Oregon 972[illegible]

Dear Dr. Brown:

This relates to your recent letter addressed to Mr. Glenn L. Jackson, Chairman of the State Highway Commission in which you protest the establishment of a state park on Interstate Route 5 just southerly of the Hubbard Interchange. Mr. Jackson referred your communication to this office for reply.

The Department appreciates receiving your opinion on this matter. The attempted acquisition of some of the Langdon property is for a long-range state park development plan. The only thing that is being constructed immediately is the roadside rest area. Mr. James Langdon, Jr. has also protested this proposed idea and we have notified him to the effect that the Department is reluctant to completely abandon this plan but would be glad to confer with him to see if any reasonable alternate can be developed that would not be inconsistent with his farming operation.

The Highway Commission in carrying out its responsibility to maintain and develop the state parks system finds it is often fraught with difficult and frustrating problems. It is not the Commission's desire to force anyone to relinquish his property and it is always hoped that a satisfactory negotiated settlement can be reached. We hope that such a solution is possible in this case.

We have investigated the information you transmitted relative to a State Highway Department employee purchasing 55 or 60 acres of State-owned land. This Department has not sold such a tract in the area you describe in the past few

years and a check with the Department of Veterans' Affairs and the State Land Board also fails to disclose any sale. If you have more definite information on this subject, we would appreciate receiving anything you might care to submit and will then investigate the matter further. It has been a long-standing rule in this Department that when Highway Commission property is sold at public sale, Highway Department employees are not eligible to place bids. Also, bids are not taken from other State employees if this fact is known to this Department.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Hon. Wayne Morse
Hon. Mark O. Hatfield
Commissioners
cc: R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
D. H. Mechring
R. D. Asberry

RLP:ms bg

PAUL M. BROWN, M. D., F. A. C. S.
SURGEON
902 PORTLAND MEDICAL CENTER
PORTLAND, OREGON 97205
228-6605

March 7, 1966

NOTED
R. L. PORTER

Mr. Glen Jackson, Chairman
State Highway Commission
Salem 10, Oregon

Dear Sir:

Recently it came to my attention that the State Highway Commission has initiated condemnation proceedings against property on the Salem Freeway just South of the Aurora cut-off.

This particular location involves a stand of timber owned by one James Langdon. I understand that on the opposite side of the road a similar stand owned by Mr. Phil Yorgen is also being considered.

Mr. Langdon has informed me that the State Highway Commission plans, with the aid of matching funds, to establish an overnight State trailer park. This is an expansion of the initial program to have a roadside rest area at this location on land already owned by the State.

As the owner of a residence and farm which adjoins Mr. Langdon's property, I am greatly concerned about the prospect of having an overnight trailer camp quite close to my own property. Besides this obvious personal concern, there are other considerations that must be layed. Namely: (1) There are three overnight trailer camps which are available for public use at a small fee within one mile of this particular location just inboard towards Portland of the Willamette River. (2) Approximately 55 or 60 acres of state-owned land 45 miles south of this exact location was sold recently to a high bidder whom I understand was a State Highway Department employee. This particular fact gives me cause for great concern as to how well such choice property was advertised at the time of this particular auction. Very few in the neighborhood knew of this land sale until after it occurred. (3) I would find no difficulty at all in obtaining signatures for a rather large number of individuals who

own farms in and about this particular location. An overnight camp nearby produces inherent problems, not the least of which involves transient strangers and the children of strangers who seem to have no concern for fence lines, livestock, etc., at least in many instances. Where else on this fine Interstate Highway does an overnight camp exist? Its only virtue would be to provide a stopover for the family while the parents replenish their supplies at the Portland shopping centers. Is this in the best interest of tourism?

Before taking further measures in the matter, and because of the urgency that you consider this matter, I felt the best judgment was to write you directly as advised by my attorney, Mr. William Dougherty, Portland, Oregon.

I hope you will give this your measured consideration and that I will be fortunate to receive an early reply.

Most sincerely yours,

Paul M. Brown,

PAUL M. BROWN, M. D.

PMB:jh

cc: Mr. James Langdon
Mr. William E. Dougherty
Mr. Glenn R. Jack
The Honorable Wayne Morse, Senator
The Honorable Mark Hatfield, Governor

RECEIVED
MAR 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
2-121	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 9 6755	2-21-66	COUNTY Clackamas
		PROJECT NO. I-5-5(11)283

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways. (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Wilsonville Safety Rest Area.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-5-66	0.00
OTHER *(Specify)*		

FUNDS

Fed Data 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 447,951.00	$ 413,200.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer FEB 24 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 6908-P64

Oregon State Highway Department

Federal Aid
Project No. I-5-5(11)203

WILSONVILLE SAFETY REST AREA ON THE

PACIFIC HIGHWAY IN CLACKAMAS COUNTY

Project Agreement Estimate.

Salem, Oregon, February 15, 1966

Type Code Y021
Rest Area (Sta. 652+00)(Contract No. 6735)

Work Item 1-Site Development

Clearing and Grubbing	All Required			$ 20,000.00
Ditch Excavation, Unclassified	1,240	cu.yd.	$ 2.00	2,480.00
General Excavation, Unclassified	14,500	cu.yd.	1.00	14,500.00
Finishing Roadbed and Slopes	All Required			12,500.00
Trench Excavation	460	cu.yd.	2.00	920.00
Furnishing and Placing Topsoil	640	cu.yd.	4.50	2,880.00
Watering	700	M-gal.	4.00	2,800.00
3/4"-0 Material in Base	590	ton	3.50	2,065.00
Stone Base	31,500	ton	2.50	78,750.00
Plant-mixed Bituminous Base	5,950	ton	6.40	38,080.00
Class "B" Asphalt Concrete	7,500	ton	6.80	51,000.00
12" Culvert Pipe	630	lin.ft.	2.50	1,575.00
18" Culvert Pipe	1,130	lin.ft.	4.50	5,085.00
12" Culvert End Sections	1	only	20.00	20.00
18" Culvert End Sections	4	only	25.00	100.00
Concrete Inlets, Type G-1	10	only	110.00	1,100.00
Concrete Inlets, Type G-2M	2	only	130.00	260.00
Concrete Curbs	210	cu.yd.	35.00	7,350.00
Guide Posts, Y-2	60	only	7.75	465.00
Guide Posts, Y-3	2	only	9.00	18.00
Type 2 Fence	120	rod	9.00	1,080.00
Salvaging Type 2 Fence	90	rod	3.00	270.00
Type 2 Fence-Salvaged Type 2 Fence	90	rod	6.50	585.00

Work Item 2-Electrical Supply System

Electrical Supply System	All Required			7,900.00

Work Item 3-Water Supply System

Drill Well 0-100 Feet Deep	2	only	590.00	1,180.00
Drill Well 100-150 Feet Deep	100	lin.ft.	0.10	10.00
Drill Well 150-200 Feet Deep	100	lin.ft.	0.10	10.00
Furnish and Install Casing	400	lin.ft.	1.85	740.00
Developing Wells	2	only	125.00	250.00
Pumping Test of Wells	14	hr.	19.50	273.00
Water Supply and Clorination Building	2	only	2,450.00	4,900.00
Well Housings	2	only	550.00	1,100.00
Pumping Installations	2	only	3,585.00	7,170.00

Work Item 4-Toilet Buildings			
Type 10 Toilet Buildings	2 only	$19,650.00	$39.300.00
Extra Concrete	2 cu.yd.	60.00	120.00
Work Item 5-Information Shelters			
Information Shelter	2 only	1,450.00	2,900.00
Extra Concrete	1 cu.yd.	60.00	60.00
Work Item 6-Water Service System			
3/4" Water Pipe	1,200 lin.ft.	0.37	444.00
1" Water Pipe	1,800 lin.ft.	0.40	720.00
1¼" Water Pipe	1,300 lin.ft.	0.49	637.00
1½" Water Pipe	2,400 lin.ft.	0.56	1,344.00
2" Water Pipe	1,500 lin.ft.	0.83	1,275.00
1" Steel Water Pipe	170 lin.ft.	1.90	323.00
1½" Steel Water Pipe	330 lin.ft.	2.09	689.70
2" Steel Water Pipe	180 lin.ft.	2.34	421.20
1½" Gate Valve	1 only	31.00	31.00
2" Gate Valves	3 only	41.60	124.80
3/4" Quick Coupling Hose Valves	42 only	5.85	245.70
½" Manual Drain Valves	40 only	9.85	394.00
4" Drain Pipe	2,200 lin.ft.	2.08	4,576.00
Special Backfill in Drains	15 cu.yds	19.50	292.50
Work Item 7-Sewage System			
6,000 Gallon Septic Tank	1 only	2,600.00	5,200.00
4" Cast Iron Sewer Line	90 lin.ft.	3.78	340.20
4" Sewage Effluent Line	570 lin.ft.	1.95	1,111.50
Southbound Area Disposal Field	All Required		3,300.00
North bound Area Disposal Field	All Required		2,200.00
Work Item 8-Rest Grounds Facilities			
A.C. Concrete Walks and Surfacing	4,520 sq.yd.	2.50	11,300.00
Picnic Tables	40 only	150.00	6,000.00
Concrete Drinking Fountains	15 only	175.80	2,637.00
Water Hydrants	12 only	140.40	1,684.80
Refuse Receptacles	24 only	100.00	2,400.00
Area Illumination Installation	All Required		8,435.00
Lawn Construction	7 acre	912.00	6,384.00
Furnishing and Planting Trees	170 only	16.60	2,822.00
Furnishing and Planting Shrubs	2,400 only	4.00	9,600.00
Furnishing and Planting Salal	1,400 only	1.52	2,128.00
Transplanting Trees	23 only	182.00	4,186.00
Grass Seed Mixture	350 lb.	1.00	350.00
Inorganic Fertilizer, 10-16-8	18 cwt.	6.00	108.00
Manure Fertilizer	55 cu.yd.	5.35	294.25

Mulch	3 acre	$1,308.00	$ 3,924.00
Sign Support Footing	All Required		1,370.00
Pipe Sign Posts	All Required		370.00
Single Sign Supports	All Required		3,930.00
Painted Wood Sign Posts	All Required		480.00
Type "A" & "B" Signs in Place	583 sq.ft.	6.80	3,978.00
Type "C" & "D" Signs in Place	210 sq.ft.	3.55	745.50
Type "F" & "G" Signs in Place	36 sq.ft.	3.80	136.80
			$406,928.95
Extra Depth Pole Foundation	All Required		300.00
	Subtotal		$407,228.95
	10% Engr. & Cont.		40,722.05
	Total		$447,951.00

Length of Project - - - - - - -0.00 mile

Federal Funds - - - - - -

WILSONVILLE SAFETY REST AREA

STATE WORK

Portable Sprinklers	8 only	$ 18.00	$ 144.00
Rubber Hose	8 only	15.00	120.00
			$ 264.00

Oregon State Highway Department

Federal Aid
Project No. I-5-5(11)283

WILSONVILLE SAFETY REST AREA ON THE PACIFIC HIGHWAY IN CLACKAMAS COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 19, 1966

Type Code X021
Rest Area (Sta. 652+00)

Work Item 1 - Site Development				
Clearing and Grubbing	All Required	$	$	10,000.00
Ditch Excavation,Unclassified	1,240	cu.yds.	2.50	3,100.00
General Excavation,Unclassified	14,500	cu.yds	1.00	14,500.00
Finishing Roadbed and Slopes	All Required			1,500.00
Trench Excavation	460	cu.yds.	3.00	1,380.00
Furnishing and Placing Topsoil	640	cu.yds.	3.50	2,240.00
Watering	700	M-gal.	3.00	2,100.00
3/4"-0 Material in Base	590	ton	2.20	1,298.00
Stone Base	31,500	ton	2.10	66,150.00
Plant-Mixed Bituminous Base	5,950	ton	5.75	34,212.50
Class "B" Asphalt Concrete	7,500	ton	6.50	48,750.00
12-inch Culvert Pipe	630	lin.ft.	3.75	2,362.50
18-inch Culvert Pipe	1,130	lin.ft.	5.00	5,650.00
12-inch Culvert End Sections	1	only	30.00	30.00
18-inch Culvert End Sections	4	only	40.00	160.00
Concrete Inlets, Type C-1	10	only	150.00	1,500.00
Concrete Inlets, Type C-2M	2	only	200.00	400.00
Concrete Curbs	210	cu.yds.	50.00	10,500.00
Guide Posts, Y-2	60	only	8.50	510.00
Guide Posts, Y-3	2	only	10.00	20.00
Type 2 Fence	120	rod	9.00	1,080.00
Salvaging Type 2 Fence	90	rod	2.50	225.00
Type 2 Fence-Salvaged Type 2 Fence	90	rod	3.00	270.00
Work Item 2 - Electrical Supply System				
Electrical Supply System	All Required			8,800.00
Work Item 3 - Water Supply System				
Drill Well 0-100 Feet Deep	2	only	600.00	1,200.00
Drill Well 100-150 Feet Deep	100	lin.ft.	7.00	700.00
Drill Well 150-200 Feet Deep	100	lin.ft.	8.00	800.00
Furnish and Install Casing	400	lin.ft.	5.00	2,000.00
Developing Wells	2	only	300.00	600.00
Pumping Test of Wells	14	hrs.	14.00	196.00
Water Supply & Chlorination Buildings	2	only	2,600.00	5,200.00
Well Housings	2	only	700.00	1,400.00
Pumping Installations	2	only	2,000.00	4,000.00

Work Item 4 - Toilet Buildings			
Type 10 Toilet Buildings	2 only	$ 17,500.00	$ 35,000.00
Extra Concrete	2 cu.yds.	70.00	140.00
Work Item 5 - Information Shelters			
Information Shelter	2 only	2,000.00	4,000.00
Extra Concrete	1 cu.yd.	70.00	70.00
Work Item 6 - Water Service System			
3/4-inch Water Pipe	1,200 lin.ft.	0.50	600.00
1 -inch Water Pipe	1,800 lin.ft.	0.60	1,080.00
1½ -inch Water Pipe	1,300 lin.ft.	0.65	845.00
1½ -inch Water Pipe	2,400 lin.ft.	0.80	1,920.00
2 -inch Water Pipe	1,500 lin.ft.	1.05	1,575.00
1 -inch Steel Water Pipe	170 lin.ft.	0.65	110.50
1½ -inch Steel Water Pipe	330 lin.ft.	4.00	1,320.00
2 -inch Steel Water Pipe	180 lin.ft.	1.20	216.00
1½ -inch Gate Valves	1 only	20.00	20.00
2 -inch Gate Valves	3 only	25.00	75.00
3/4-inch Quick Coupling Hose Valves	42 only	8.00	336.00
¾ -inch Manual Drain Valves	40 only	8.00	320.00
4 -inch Drain Pipe	2,200 lin.ft.	2.00	4,400.00
Special Backfill in Drains	15 cu.yds.	10.00	150.00
Work Item 7 - Sewage System			
6,000 Gallon Septic Tank	2 only	2,500.00	5,000.00
4 -inch Cast Iron Sewer Line	90 lin.ft.	4.00	360.00
4 -inch Sewage Effluent Line	570 lin.ft.	3.00	1,710.00
Southbound Area Disposal Field	All Required		3,000.00
Northbound Area Disposal Field	All Required		2,500.00
Work Item 8 - Rest Grounds Facilities			
A.C. Concrete Walks and Surfacing	4,520 sq.yd.	4.00	18,080.00
Picnic Tables	40 only	150.00	6,000.00
Concrete Drinking Fountains	15 only	120.00	1,800.00
Water Hydrants	12 only	120.00	1,440.00
Refuse Receptacles	24 only	55.00	1,320.00
Area Illumination Installation	All Required		7,100.00
Lawn Construction	7 acre	1,500.00	10,500.00
Furnishing & Planting Trees	170 only	10.00	1,700.00
Furnishing & Planting Shrubs	2,400 only	4.00	9,600.00
Furnishing & Planting Salal	1,400 only	1.00	1,400.00
Transplanting Trees	23 only	25.00	575.00
Grass Seed Mixture	350 lb.	0.80	280.00
Inorganic Fertiliser, 10-16-0	18 cwt.	7.00	126.00
Manure Fertiliser	55 cu.yd.	7.00	385.00
Mulch	3 acre	1,000.00	3,000.00
Sign Support Footing	All Required		700.00
Pipe Sign Posts	All Required		250.00
Single Sign Supports	All Required		4,300.00
Painted Wood Sign Posts	All Required		600.00
Type "A"&"B" Signs in Place	585 sq.ft.	7.00	4,095.00
Type "C"&"D" Signs in Place	210 sq.ft.	4.00	840.00

WILSONVILLE SAFETY REST AREA

STATE WORK

Portable Sprinklers	8 only	$ 20.00	$ 160.00
Rubber Hose	8 only	20.00	160.00
			$ 320.00

Type "F" & "G" Signs in Place	36 sq. ft.	$ 4.50	$ 162.00
			$ 371,834.50
Extra Depth Pole Foundation	All Required		300.00
	Subtotal		$ 372,134.50
	10% Engr. & Cont.		37,212.50
	Total		$ 409,379.00

Length of Project - - - - - - - - 0.00 Mile

Federal Funds -	$ 377,600.00
State Funds -	31,779.00
Total	$ 409,379.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-5(11)283

WILSONVILLE SAFETY REST AREA ON THE

PACIFIC HIGHWAY IN CLACKAMAS COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 14, 1966

Type Code Y021
Rest Area (Sta. 652+00)

Work Item 1 - Site Development

Clearing and Grubbing	All Required		$ 10,000.00
Ditch Excavation, Unclassified	1,240 cu.yd.	$ 2.50	3,100.00
General Excavation, Unclass.	14,500 cu.yd.	1.00	14,500.00
Finishing Roadbed and Slopes	All Required		1,500.00
Trench Excavation	460 cu.yd.	3.00	1,380.00
Furnishing and Placing Topsoil	640 cu.yd.	3.50	2,240.00
Watering	700 M-gal.	3.00	2,100.00
3/4" - 0 Material in Base	590 ton	2.20	1,298.00
Stone Base	31,500 ton	2.10	66,150.00
Plant-Mixed Bituminous Base	5,950 ton	5.75	34,212.50
Class "B" Asphalt Concrete	7,500 ton	6.50	48,750.00
12-inch Culvert Pipe	630 lin.ft.	3.75	2,362.50
18-inch Culvert Pipe	1,130 lin.ft.	5.00	5,650.00
12-inch Culvert End Sections	1 only	30.00	30.00
18-inch Culvert End Sections	4 only	40.00	160.00
Concrete Inlets, Type G-1	10 only	150.00	1,500.00
Concrete Inlets, Type G-2M	2 only	200.00	400.00
Concrete Curbs	210 cu.yd.	50.00	10,500.00
Guide Posts, Y-2	60 only	8.50	510.00
Guide Posts, Y-3	2 only	10.00	20.00
Type 2 Fence	120 rod	9.00	1,080.00
Salvaging Type 2 Fence	90 rod	2.50	225.00
Type 2 Fence-Salvaged Type 2 Fence	90 rod	3.00	270.00

Work Item 2 - Electrical Supply System

Electrical Supply System	All Required		8,800.00

Work Item 3 - Water Supply System

Drill Well 0-100 Feet Deep	2 only	600.00	1,200.00
Drill Well 100-150 Feet Deep	100 lin.ft.	7.00	700.00
Drill Well 150-200 Feet Deep	100 lin.ft.	8.00	800.00
Furnish and Install Casing	400 lin.ft.	5.00	2,000.00
Developing Wells	2 only	300.00	600.00
Pumping Test of Wells	14 hour	14.00	196.00
Water Supply and Chlorination Buildings	2 only	2,600.00	5,200.00
Well Housings	2 only	700.00	1,400.00
Pumping Installations	2 only	2,000.00	4,000.00

Work Item 4 - Toilet Buildings			
Type 10 Toilet Buildings	2 only	$17,500.00	$ 35,000.00
Extra Concrete	2 cu.yd.	70.00	140.00
Work Item 5 - Information Shelters			
Information Shelter	2 only	2,000.00	4,000.00
Extra Concrete	1 cu.yd.	70.00	70.00
Work Item 6 - Water Service System			
3/4" Water Pipe	1,200 lin.ft.	0.50	600.00
1-inch Water Pipe	1,800 lin.ft.	0.60	1,080.00
1¼-inch Water Pipe	1,300 lin.ft.	0.65	845.00
1½-inch Water Pipe	2,400 lin.ft.	0.80	1,920.00
2-inch Water Pipe	1,500 lin.ft.	1.05	1,575.00
1-inch Steel Water Pipe	170 lin.ft.	0.65	110.50
1½-inch Steel Water Pipe	330 lin.ft.	4.00	1,320.00
2-inch Steel Water Pipe	180 lin.ft.	1.20	216.00
1½-inch Gate Valves	1 only	20.00	20.00
2-inch Gate Valves	3 only	25.00	75.00
3/4-inch Quick-Coupling Hose Valves	42 only	8.00	336.00
1-inch Manual Drain Valves	40 only	8.00	320.00
4-inch Drain Pipe	2,200 lin.ft.	2.00	4,400.00
Special Backfill in Drains	15 cu.yd.	10.00	150.00
Work Item 7 - Sewage System			
6,000-Gallon Septic Tank	2 only	2,500.00	5,000.00
4-inch Cast Iron Sewer Line	90 lin.ft.	4.00	360.00
4-inch Sewage Effluent Line	570 lin.ft.	3.00	1,710.00
Southbound Area Disposal Field	All Required		3,000.00
Northbound Area Disposal Field	All Required		2,500.00
Work Item 8 - Rest Grounds Facilities			
A.C. Concrete Walks and Surfacing	4,520 sq.yd.	4.00	18,080.00
Picnic Tables	48 only	150.00	7,200.00
Concrete Drinking Fountains	15 only	120.00	1,800.00
Water Hydrants	22 only	120.00	2,640.00
Refuse Receptacles	24 only	55.00	1,320.00
Area Illumination Installation	All Required		7,100.00
Lawn Construction	7 acre	1,500.00	10,500.00
Furnishing & Planting Trees	170 only	10.00	1,700.00
Furnishing & Planting Shrubs	2,400 only	4.00	9,600.00
Furnishing & Planting Salal	1,400 only	1.00	1,400.00
Transplanting Trees	23 only	25.00	575.00

Grass Seed Mixture	350 lb.	$ 0.80	$ 280.00
Inorganic Fertilizer, 10-16-8	18 cwt.	7.00	126.00
Manure Fertilizer	55 cu.yd.	7.00	385.00
Mulch	3 acre	1,000.00	3,000.00
Sign Support Footing	All Required		720.00
Pipe Sign Posts	All Required		250.00
Single Sign Supports	All Required		4,300.00
Painted Wood Sign Posts	All Required		600.00
Type "A" & "B" Signs in Place	585 sq.ft.	7.00	4,095.00
Type "C" & "D" Signs in Place	210 sq.ft.	4.00	840.00
Type "F" & "G" Signs in Place	36 sq.ft.	4.50	162.00
			$374,554.50
Extra Depth Pole Foundation	All Required		$ 300.00
	Subtotal		$374,854.50
	10% Engr. & Cont.		37,483.50
	Total		$412,338.00

Length of Project - - - - - 0.00 Mile

Federal Funds - - - - -

WILSONVILLE SAFETY REST AREA

STATE WORK

Portable Sprinklers	8 only	$20.00	$160.00
Rubber Hose	8 only	20.00	160.00
			$320.00

Oregon State Highway Department

Federal Aid
Project No. I-5-5(11)283

WILSONVILLE SAFETY REST AREA ON THE

PACIFIC HIGHWAY IN CLACKAMAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Dec. 27, 1965

Type Code X021
Rest Area (Sta. 652+00)

Work Item 1 - Site Development

Clearing and Grubbing	All Req.		$ 10,000.00
Ditch Excavation, Unclassified	1,240 cu.yd.	$ 2.50	3,100.00
General Excavation, Unclassified	15,300 cu.yd.	1.00	15,300.00
Finishing Roadbed and Slopes	All Req.		1,500.00
Trench Excavation	460 cu.yd.	3.00	1,380.00
Furnishing and Placing Topsoil	640 cu.yd.	3.50	2,240.00
Watering	700 M-gal.	3.00	2,100.00
3/4" - 0 Material in Base	590 ton	2.20	1,298.00
Stone Base	37,200 ton	2.10	78,120.00
Plant-Mixed Bituminous Base	5,950 ton	5.75	34,212.50
Class "F" Asphalt Concrete	7,500 ton	6.50	48,750.00
12-inch Culvert Pipe	630 lin.ft.	3.75	2,362.50
18-inch Culvert Pipe	1,130 lin.ft.	5.00	5,650.00
12-inch Culvert End Sections	1 only	30.00	30.00
18-inch Culvert End Sections	4 only	40.00	160.00
Concrete Inlets, Type G-1	10 only	150.00	1,500.00
Concrete Inlets, Type G-2M	2 only	200.00	400.00
Concrete Curbs	210 cu.yd.	50.00	10,500.00
Guide Posts, Y-2	60 only	8.50	510.00
Guide Posts, Y-3	2 only	10.00	20.00
Type 2 Fence	120 rod	9.00	1,080.00
Salvaging Type 2 Fence	90 rod	2.50	225.00
Type 2 Fence-Salvaged Type 2 Fence	90 rod	3.00	270.00

Work Item 2 - Electrical Supply System

Electrical Supply System	All Req.		8,800.00

Work Item 3 - Water Supply System

Drill Well 0 - 100 feet Deep	2 only	600.00	1,200.00
Drill Well 100-150 feet Deep	100 lin.ft.	7.00	700.00
Drill Well 150-200 feet Deep	100 lin.ft.	8.00	800.00
Furnish and Install Casing	400 lin.ft.	5.00	2,000.00
Developing Wells	2 only	300.00	600.00
Pumping Test of Wells	14 hours	14.00	196.00
Water Supply & Chlorination Buildings	2 only	2,600.00	5,200.00
Well Housings	2 only	700.00	1,400.00
Pumping Installations	2 only	2,000.00	4,000.00

Work Item 4 - Toilet Buildings			
Type 10 Toilet Buildings	2 only	$17,500.00	$ 35,000.00
Extra Concrete	2 cu.yd.	70.00	140.00
Work Item 5 - Information Shelters			
Information Shelter	2 only	2,000.00	4,000.00
Extra Concrete	1 cu.yd.	70.00	70.00
Work Item 6 - Water Service System			
3/4-inch Water Pipe	1,200 lin.ft.	0.50	600.00
1-inch Water Pipe	1,800 lin.ft.	0.60	1,080.00
1¼-inch Water Pipe	1,300 lin.ft.	0.65	845.00
1½-inch Water Pipe	2,400 lin.ft.	0.80	1,920.00
2-inch Water Pipe	1,500 lin.ft.	1.05	1,575.00
1-inch Steel Water Pipe	170 lin.ft.	0.65	110.50
1½-inch Steel Water Pipe	330 lin.ft.	4.00	1,320.00
2-inch Steel Water Pipe	180 lin.ft.	1.20	216.00
1½-inch Gate Valves	1 only	20.00	20.00
2-inch Gate Valves	3 only	25.00	75.00
3/4-inch Quick Coupling Hose Valves	42 only	8.00	336.00
1/2-inch Manual Drain Valves	40 only	8.00	320.00
4-inch Drain Pipe	2,200 lin.ft.	2.00	4,400.00
Special Backfill in Drains	15 cu.yd.	10.00	150.00
Work Item 7 - Sewage System			
6,000 Gallon Septic Tank	2 only	2,500.00	5,000.00
4-inch Cast Iron Sewer Line	90 lin.ft.	4.00	360.00
4-inch Sewage Effluent Line	570 lin.ft.	3.00	1,710.00
Southbound Area Disposal Field	All Req.		3,000.00
Northbound Area Disposal Field	All Req.		2,500.00
Work Item 8 - Rest Grounds Facilities			
A.C. Concrete Walks and Surfacing	4,520 sq.yd.	4.00	18,080.00
Picnic Tables	48 only	150.00	7,200.00
Concrete Drinking Fountains	15 only	120.00	1,800.00
Water Hydrants	22 only	120.00	2,640.00
Refuse Receptacles	24 only	55.00	1,320.00
Area Illumination Installation	All Req.		7,100.00
Lawn Construction	7 acre	1,500.00	10,500.00
Furnishing & Planting Trees	170 only	10.00	1,700.00
Furnishing & Planting Shrubs	2,400 only	4.00	9,600.00
Furnishing & Planting Salal	1,400 only	1.00	1,400.00
Transplanting Trees	23 only	25.00	575.00
Grass Seed Mixture	350 lb.	0.80	280.00
Inorganic Fertilizer, 10-16-8	18 cwt.	7.00	126.00
Manure Fertilizer	55 cu.yd.	7.00	385.00
Mulch	3 acre	1,000.00	3,000.00
Sign Support Footing	All Req.		700.00
Pipe Sign Posts	All Req.		250.00
Single Sign Supports	All Req.		4,300.00
Painted Wood Sign Posts	All Req.		600.00

Type "A" & "J" Signs in Place	585 sq.ft.	$ 7.00	$ 4,095.00
Type "C" & "D" Signs in Place	210 sq.ft.	4.00	840.00
Type "F" & "G" Signs in Place	36 sq.ft.	4.50	162.00
			$387,324.50
Extra Depth Pole Foundation	All Req.		300.00
	Subtotal		$387,624.50
	10% Engr. & Cont.		38,762.50
	Total		$426,387.00

Length of Project - - - 0.00 mile

Federal Funds - - - - - - $393,000.00
State Funds - - - - - - 33,387.00
Total $426,387.00

WILSONVILLE SAFETY REST AREA

STATE WORK

Portable Sprinklers	8 only	$20.00	$160.00
Rubber Hose	8 only	20.00	160.00
			$320.00

RECEIVED
FEB 17 1966

FORM CO-121 (9-22-59)
(PRES. BY A.O. 206-10)

I-5-5(11)283

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 11, 1966
08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-5(11)283
Wilsonville Safety Rest Area
Grading, Paving and Facilities

As requested in Mr. Young's letter of February 8, 1966, advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of February 3, 1966, in the award of contract No. 6755 to Warren Northwest, of Portland, Oregon, low bidder in the amount of $407,192.95 at the January 27, 1966 bid opening.

NOTED
F. B. FLAGG

Young
2-17-66

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 8 - 1966
FOR FILING

I-5-5(11)283

675

February 8, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of January 28, 1966 is requested in the award of contract for the Wilsonville Safety Rest Area, Project No. I-5-5(11)283.

The contractor receiving the award is Warren Northwest, Division of Warren Brothers Co. in the amount of $407,192.95 with the Contract No. 6755 assigned. This bid was received on January 27, 1966 and awarded February 3, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:mb

FORM E-120

RECEIVED
FEB 7 - 1966
FOR FILING
FLOYD QUERY, SECRETARY
SALEM

I-5-5(11)287

6799 —

GLENN L. JACKSON, CHAIRMAN
KENNETH H. [illegible]
DAVID E. SIMPSON

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 4, 1966

Warren Northwest, Division of Warren
Brothers Company
P. O. Box 20337
Portland, Oregon

Gentlemen:

The State Highway Commission on February 3, 1966, awarded to you State Highway Contract No. 6755 for the following project:

Wilsonville Safety Rest Area on the Pacific Highway in Clackamas County.

This award was based on your bid of $407,194.95 which was submitted to the Commission on January 27, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
Mark Astrup

REVISED

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED

Page 1 of ____ Pages

Section WILSONVILLE SAFETY REST AREA Highway PACIFIC (FA #6) County CLACKAMAS Prefix 603-1(7)

Res. Engr. M. Payne Approx. Length 1.0 Miles. Sta. 635+ to Sta. 660+ Date 1-5-66

Truck A.D.T. 206 Traffic Coefficient 8.8 18 kip e.a. per day 1444.

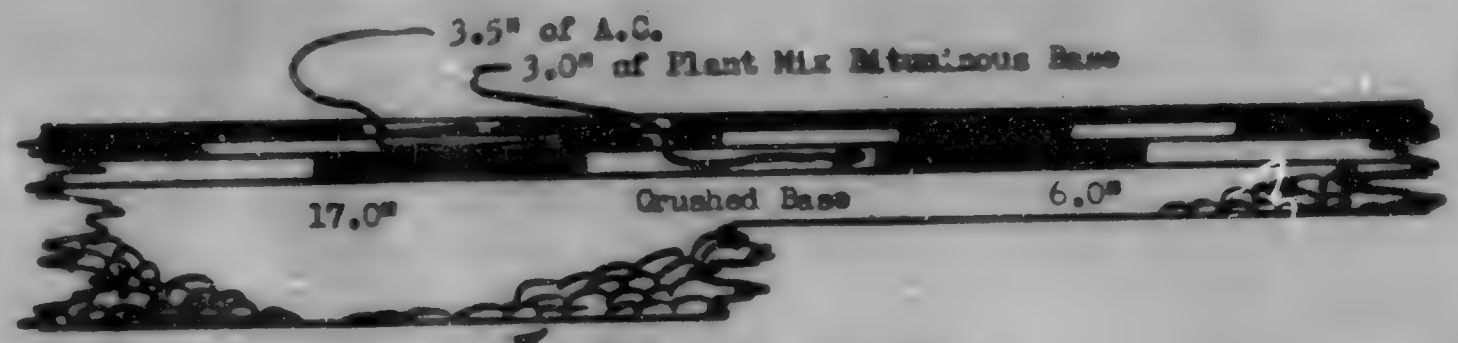
Annual Precipitation 40"+ Frost Penetration - - - - .

(1)
Typical Soil
34 LL
12 PI
100 %P 10
90 %P200
0 %Gravel
2 %C Sand
8 %F Sand
56 %Silt
34 %Clay
8 "R" Value
(XXXXXXXX)

AASHO CLASSIFICATION:
A-6 (9)

MATERIAL SOURCES:
To be determined by the Engineer.

(2) ACCELERATION, DECELERATION, AND TRUCK LANES



(1)
Silty Clay

*Minimum thickness for bottom coarse base.

(3) CARS ONLY

CBE Total Req.	Credit	Actual	
(2)	7.0	3.5	A.C.
	4.5	3.0	P.M.B.B.
	17.5	17.5	Cr. Base
29.0	29.0	24.0	
(3)	7.0	3.5	A.C.
	4.5	3.0	P.M.B.B.
	*6.0	6.0	Cr. Base
	17.5	12.5	

Project Base Design revised to include "CARS ONLY LANE".

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
~~Chief Locating Engineer~~
Rural Engineer

Submitted by J. W. Armstrong
Staff Assistant

Recommended by O. O. Wilkes
Engineer of Materials

Recommended by T. H. Nelson
Construction Engineer

Approved by F. B. Kloboe
Asst. State Highway Engineer

JAN 13 1966

SECTION: WILSONVILLE SAFETY REST AREA

HIGHWAY: PACIFIC (FA 46)

COUNTY: CLACKAMAS

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 750 (Total)

B. Future ADT 2000 (Total)

C. Mean ADT 1375 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 1 Way

F. Percent Trucks 15 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 15 x (C) 1375 = 206

H. % Trucks in Design Lane 100%

I. Trucks in Design Lane (G) 206 x (H) 100% = 206

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 8.8

SECTION: WILSONVILLE SAFETY REST AREA

HIGHWAY: PACIFIC (FA 46)

COUNTY: CLACKAMAS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

This is a short section (1.0± mi.) with no P.C.C. pavement in the immediate area.

JAN 13 1966

FILING
I-5-5(11)283

Form LD-121 (11-63) (Prev. Ed. A.O. 288-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: January 5, 1966

In reply refer to: 08-35.2-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-5(11)283
Wilsonville Safety Rest Area
Grading, paving and facilities

REFERRED TO
By Asst. State Hwy. Engr.
1-13-66

P. S. & E. documents for the subject project have been reviewed and are hereby conditionally approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired for occupancy and contractor's use, and further that control of access rights has been acquired, with the possible exception of those involved with utilities that may have been previously adjusted, as indicated in Mr. Oakes' December 21, 1965 report, except for the following:

File No. 37929 - Hitz
File No. 37931 - Yergen
File No. 37932 - Langdon

We understand that the above files are being negotiated, but if not successful, condemnation suits will be filed with the expectation that these parcels will be made available for occupancy and contractor's use prior to your requesting our concurrence in award. Also, certification concerning utility access rights, if any, should be furnished prior to our concurrence in award. If exceptions are listed, the project will not be accepted as complete until such time when full control of access is obtained.

The typical sections is approved with the understanding that a revision is being made to decrease depth of bottom course base to 6-inches for parking area and one-way connections restricted to passenger car use only.

Certain errors in stationing exist on typical section sheet No. 2 of the plans. Approval is with the understanding that these are being corrected.

In the interest of preserving a greater portion of the native vegetation we understand that plans are underway to change location of

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Sewer drain field to a cleared area outside the indicated rest area limits on land owned by the State. This change is approved with the understanding that information will be conveyed to bidders since this may have an effect on clearing and other costs.

According to best information available to this office the number of picnic tables is excessive. The maximum number justified, based on this information is 34. If participation in the total number indicated on the plans is desired, it will be necessary that you provide this office with satisfactory justification or information of special condition to support the need for 48 tables prior to our concurrence in award.

The number of water hydrants also appears excessive since they are oriented to picnic facilities. If a 1 to 3 ratio as used on previously constructed rest areas were used the number would be 12 hydrants for 34 tables instead of 21. Satisfactory justification of this number is also requested prior to concurrence in award.

The following Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages	January 1966
Division I - General Requirements	January 1966
Division II Part 2 - Bases	January 1966
Division II Part 3 - Surfacing and Pavement	January 1966
Division II Part 4 - Structures	January 1966
Division II Part 7 - Incidentals	January 1966
Supplement General Requirements for Bldg. Constr.	October 1965

Inasmuch as our detailed review is not complete, these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Young's December 30, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest.

Attachment

RECEIVED
JAN 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 16 1965

Form CD-121 (11-63) (Prep. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

I-5
1283

TO : Mr. Forrest Cooper, State Highway Engineer
6755 Salem, Oregon

DATE: December 14, 1965

In reply refer to: 08-35.DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-5(11)283
Wilsonville (Baldock) Rest Area

Mr. Klaboe's letter dated October 18, 1965 requested our concurrence in the construction of rest room buildings that would contain 14 convenience fixtures for the subject rest area.

This office has previously given verbal concurrence to a rest area facility that would provide 10 convenience facilities. Due to the use factors having been developed on a highway system having a very limited number of completed rest area facilities it is our belief that the percentage usage by through traffic will drop off as more rest areas are developed and as traffic volumes build up.

We are now confirming our verbal concurrence in rest area facilities that provides 10 fixtures. We will consider it appropriate to design facilities that make a future expansion possible. The sewerage treatment facilities and drainfields should initially be designed to provide for the possible expanded rest area size.

12-15-65
REFERRED TO
Morgan - Young - Astrup
BY ASST. STATE HWY. ENGR.

Please proceed on this basis

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

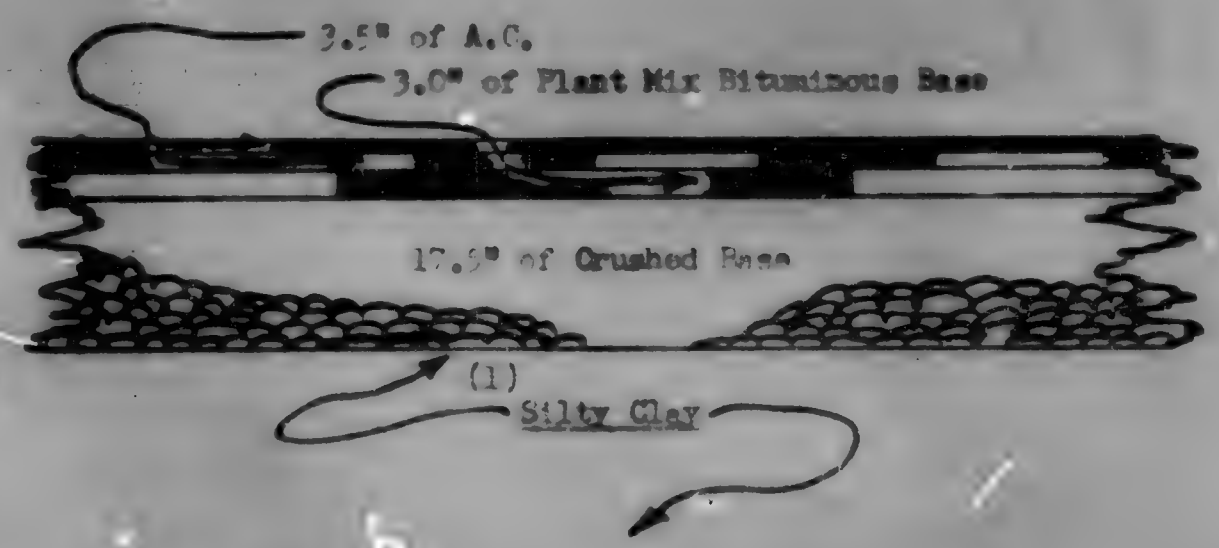
Section WILSONVILLE SAFETY REST AREA Highway PACIFIC (PA 46) County CLACKAMAS

Res. Engr. _____ Approx. Length 1.0 Miles. Sta. 635+ to Sta. 660+

Truck A.D.T. 206 Traffic Coefficient 8.8 18 kip s.a. per day 1464.

Annual Precipitation 40"+ Frost Penetration - - - - - -.

(1)
Typical Soil
2 LL
[illegible] PI
100 %P 10
90 %P200
[illegible] %Gravel
2 % Sand
8 % Sand
66 %Silt
[illegible] %Clay
8 "K" Value



AASHO CLASSIFICATION:
A-6 (9)

MATERIAL SOURCES:
To be determined by the Engineer.

	Total Eq.	Credit	Actual Thick.	
	29.0	7.5	3.5	A.C.
		4.5	3.0	PMBR
		17.5	17.5	Cr. Base
	29.0	29.0	24.0	

Prefix 603-47 Date 11-5-65

FILED NOV 17 1965

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by for G. J. Berg, Staff Assistant

Recommended by D. D. Malstrom, Engineer of Materials

Recommended by F. H. Hanson, Construction Engineer

Approved by T. H. Cutsforth, Asst. State Highway Engineer

SECTION: WILSONVILLE SAFETY WEST AREA

HIGHWAY: PACIFIC (FA 46)

COUNTY: CLACKAMAS

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Y[illegible]

A. Present ADT 750 (Total)

B. Future ADT 2000 (Total)

C. Mean ADT 1375 (ADT / 2)

D. Design Period [illegible] Years

E. No. of Lanes 1 Way

F. Percent Trucks 15 (ADT Basis)

G. Trucks (in one direction) Fx 15 / 2 x (C) 1375 = 206

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 206 x (H) 100 % = 206

TRAFFIC COEFFICIENT = K (I) 0.119

where K = 1.069

[illegible]

SECTION: WILSONVILLE SAFETY REST AREA

HIGHWAY: PACIFIC (FA 6)

COUNTY: CLACKAMAS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

This is a short section (1.0± mi.) with no P.C.C. pavement in the immediate area.

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

I-5-5(11) 283

6755

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Routing

Morgan
Docker
Bend
Barbee
Walker
Glenn
Swan

Peas
Mereloa
Trou
Scot
Wills
Litchfield
Olson

November 4, 1965

RECEIVED
NOV 5 1965
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plans for the following projects which were sent to us under letters dated October 8 and October 27, 1965.

1. High Banks Road-57th Street(Springfield)Section, Eugene-Springfield Highway, Lane County.

2. Alsea Mountain-Hide Creek Section, Alsea Highway, Benton County.

3. Toledo Section, Corvallis-Newport Highway, Lincoln County.

4. Toledo-Pioneer Mountain Section, Corvallis-Newport Highway, Lincoln County.

5. Morrow County Line-Stanfield Junction Section, Old Oregon Trail Highway, Morrow County.

6. Sutherlin Junction Interchange Section, Pacific Highway, Douglas County.

7. Wilsonville Safety Rest Area, Pacific Highway, Clackamas County.

8. Fairgrounds Interchange-Winston Interchange Section, Pacific Highway, Douglas County.

The projects listed above are all approved as no resource conflict is foreseen. We note that the Oregon Fish Commission has discussed with you the passage of fish on West Olallie Creek.

We appreciate being able to review the plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By
R. O. Koski
R. O. Koski
Chief of Liberations

-5-65 Copies to:
B. Klaboe
H. Young
ank Hall (8)
C. Roake
E. Morelock
L. W. Rulien (2)
R. D. Asburry (6)
L. R. Chandler (6)
A. F. Parson (2)
fp

ROK:dm

cc: Director, OFC

NOV 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 19 1965
FOR FILING
I-5-5(11)283

October 18, 1965

Mr. Theodore Dee
Assistant Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Baldock Safety Rest Area
Oregon I-5-5(11)283

Dear Sir:

In reply to your letter of October 1, subject as above, we are attaching a copy of the projected requirements of public use facilities at Baldock Safety Rest Area.

You will note that the parking area requirements exceed those shown on the preliminary plan that was submitted to you. Thus, although we do not agree with the arbitrary restriction to 50 passenger cars, we are willing to initially construct 50 inasmuch as room for expansion is included in the design.

The "moderate increase in the size of Oregon's typical rest room building....." is another matter. I understand that your "moderate increase" envisioned the addition of two more fixtures, but that you would compromise at ten fixtures in view of our figures projecting a requirement of 13.3 fixtures in 1975.

Our traffic forecasts have proven to be conservative and, in view of the high percentage of increase experienced in the last two years, it would be more logical to construct a 14-fixture building. This is further substantiated by the use at Oak Grove Safety Rest Area that ran from 10.4 to 15 percent of highway traffic last summer.

In accordance with the "AASHO Policy on Safety Rest Areas", we are planning for "volume and types of traffic estimated for 1975". That date is not far off and toilet buildings and particularly the appurtenances, such as septic tanks and drainage fields, should be constructed now at their required

capacity. We, therefore, request your approval of a 14-fixture toilet building at the Baldock Safety Rest Area to adequately care for expanding public needs.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosure

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young
Mr. Mark Astrup
Mr. L. W. Rulien

MHA:de srb

TABLE III

PROJECTED TRAFFIC AND REST AREA USE DATA
FOR DESIGN PURPOSES

	1975 Projections Baldock
1. Location of Rest Area	I-5 MP
2. Traffic data.	
a) Annual ADT	30,000
b) Summer seasonal factor	1.10
c) Summer seasonal ADT	33,000
d) Directional ADT (50%)	16,500
3. Vehicles entering rest area (directional)	
a) Avg. daily volume (10% of ADT)	1,650
b) Avg. daily peak hour (1.2% of ADT)	198
c) Avg. daily peak 5 min.	44
4. Avg. daily peak parking demand	
a) Total vehicles	99
b) Pass. cars, panels and pickups	74
c) Light vehicles with trailers	20
d) Trucks and buses	5
5. Persons entering rest area	
a) Avg. daily number (2.7 persons/veh.)	4,455
b) Avg. daily peak hour	535
6. Rest room use and requirements	
a) Avg. daily use, persons	3,342
b) Avg. daily peak hour use, persons	401
c) Rest room facilities required (units)	13.3
7. Water requirement (excluding irrigation)	
a) Daily water use (2 gal. per person)	8,910 gal.
b) Peak 5 min. water use (.6 gal per person)	238 gal.
c) Water flow required without storage	48 gpm
d) Water flow required with storage (gpm)	6.6

RECEIVED
OCT 1 1965
FOR FILING

Form CD-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-5-5(11)283

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6755

DATE: October 1, 1965

In reply refer to:

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-5(11)283
Baldock Rest Area

Mr. Astrup's letter dated June 14 requested our concurrence in your proposed plan for the Baldock Rest Area. Since the size of the parking areas was larger than the previously approved rest area sites the proposed plan was forwarded to our Regional office for their comments and review. We have now received a reply from Mr. George Williams of our Washington office concerning the proposed rest area.

The number of automobile parking spaces proposed by the State is considered to be excessive for present construction to serve safety rest area needs. Without considerably more justification than has been furnished, the number of car parking spaces should be limited to about 50 at this time. This should not preclude planning for additional parking spaces which could be easily constructed in the future, if and when needed. The proposed 22 truck parking spaces do not appear to be out of line, nor does the land area to be acquired. A moderate increase in the size of Oregon's typical rest room building, which was reported by your office to be 384 square feet and 3 toilets each for men and women, would appear to be appropriate. We are not informed as to sizes for this specific site.

In the previous correspondence concerning the Santiam River safety rest area, we note that Oregon has had difficulty in its attempt to control the usage of rest areas. One State has had some success in placing a sign in each one of its rest areas with a message to the effect that these safety rest areas are for the short stop use of the Interstate highway motorist and are not to be used for group recreation, group picnics, camping, etc. After the signs were posted, highway patrolmen were more inclined to discharge high school picnics, overnight campers, family reunions, etc.

Since you are attempting to have all rest areas on Interstate 5 completed with convenience facilities by the next construction season, we take this opportunity to give a restatement of Bureau policy:

"Federal-aid Interstate funds are not available for the expansion of parking spaces or other facilities within a safety rest area

NOTED
R N CHASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

previously considered to be complete. The fact that Interstate funds could now be approved for provision of comfort and convenience facilities where none previously was installed (see page 10 of IM 21-4-65) does not alter the general policy regarding the ineligibility of expanding existing Interstate facilities, including rest areas. The policy applies to the number of parking spaces, total site area or any other feature. We favor the provision of additional rest areas, with the advantages of closer spacing and greater convenience. Additional rest areas which reduce spacing also lessen the demand for additional parking spaces at existing rest areas."

The standard plan sheet for this rest area site has been approved and returned to your Urban Design Section.

RECEIVED
OCT 15 1965
OFFICE OF

FORM E-123X BOH 12-63

RECEIVED
JUN 16 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-5(11)283
6755

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 14, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Attention: Mr. Gordon Brooks

Baldock Safety Rest Area
Project I-5-5(11)283, Oregon

Dear Sir:

The subject project was approved for Federal participation in the fall of 1958.

The project was postponed and in the interim our experience has been that the original parking area design was totally inadequate. The attached plan, substantiated by the projected public use requirements based on 1975 ADT estimate, is submitted in accordance with your request.

Separating the car and truck-trailer parking has increased slightly the size of area required for development. The estimated cost of land acquisition is $8,380.

Your approval of, and full Federal participation in, the above proposals is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By Mark H. Astrup

Mark H. Astrup
Landscape Engineer

attach.

cc: F. B. Kiboe
F. D. Morgan
L. H. Young
R. D. Asburry

RECEIVED
JUN 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

PROJECTED AMOUNT OF REST AREA USE AND RELATED INFORMATION

	BALDOCK REST AREA
	1975 ADT
Average Daily Traffic, Design Year	30,000
1975 Summer Average Daily Traffic (factor 1.25)	37,500
Average Daily Traffic, One Direction (Assumed 50% Split)	18,750
Daily Number of Vehicles Entering Rest Areas (10%)	1,875
Average Daily Number of Vehicles Accumulated in Rest Areas at Peak Moment, One Direction (5.8% of number entering)	108
Single Light Vehicles (70%)	76
Truck and Vehicle Combinations (30%)	32
Average Daily Number of Persons Desiring Use of restrooms at Peak Moment, One Direction (2.0 persons per veh. x 0.25)	54
Average Daily Number of Tables in Use During Peak Moment, One Direction (1/3 of peak vehicle accumulation)	36
Average Daily Number of Persons Using Drinking Water Facilities, One Direction (1.2 persons per vehicle)	2,750
Average Daily Number of Persons Using Restrooms, One Direction (2.0 persons per vehicle)	3,750
Average Daily Number of Persons Using Rest Area, One Direction (2.3 persons per vehicle)	4,312

Revised 2/19/65

F-109(11) Two Mile Creek Sec., Oregon 1966
Coast Hwy. (Grad., Pav.)
#6756

STATE COPY

Monthly transaction number: 1-99	FORM R-27A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Coos
Modification number: 1		Project number: F-109(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 21, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 87,275.00	$ 89,143.00
Federal funds	$ 55,300.00	$ 55,546.21
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of January, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Admin. Manager
(Division Engineer)

US COMM-DC 26364-P65

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
2-110	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 6756 3		COUNTY Coos
		PROJECT NO. F-109(11)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Twomile Creek Section, Oregon Coast Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-5-66	0.245
*OTHER (Specify)		

FUNDS — Acc Data 6351

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 87,205.00	$ 55,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer FEB 21 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8906-P64

Oregon State Highway Department

Federal-Aid (Safety)
Project No. F-109(11)

TWOMILE CREEK SECTION OF THE

OREGON COAST HIGHWAY IN COOS COUNTY

Project Agreement Estimate.

Salem, Oregon, February 11, 1966

Type Code 6201
Roadway (Sta. 215+75 to Sta. 228+00)(Contract No. 6756)

Clearing and Grubbing	All Required		$ 3,000.00
Embankment in Place	23,000 cu.yd.	$ 1.22	28,060.00
Selected Sand Subgrade Material in Place	3,100 cu.yd.	2.00	6,200.00
Finishing Roadbed and Slopes	0.26 mile	2,080.00	540.80
Rounding Cutbanks	600 lin.ft.	0.50	300.00
Trench Excavation	70 cu.yd.	3.00	210.00
Special Backfill in Drains	50 cu.yd.	8.00	400.00
Watering	70 M-gal.	5.00	350.00
3/4" - 0 Material in Base	700 cu.yd.	5.60	3,920.00
Stone Base	2,000 cu.yd.	5.35	10,700.00
3/4" - 0 Aggregate in Prime Coat	30 cu.yd.	12.00	360.00
RC-250 Asphalt in Prime Coat	5 cu.yd.	90.00	450.00
Class "B" Asphalt Concrete	1,000 ton	11.35	11,350.00
Detour Surfacing	500 lin.ft.	5.65	2,825.00
Extra for A.C. Concrete Approaches	2 only	40.00	80.00
12-inch Culvert Pipe	80 lin.ft.	2.75	220.00
6-inch Drain Pipe	950 lin.ft.	2.75	2,612.50
Guide Posts, W-2	7 only	8.00	56.00
Guard Rail	1,870 lin.ft.	2.90	5,423.00
Rail End Pieces	8 only	5.00	40.00
Extra Guard Rail Posts	15 only	12.00	180.00
			$77,277.30
Flagging (57½ of Contractor's Cost)	All Required		$ 1,500.00
Seeding and Mulching	All Required		500.00
			$ 2,000.00
	Subtotal		$79,277.30
	10% Engr. & Cont.		7,927.70
	Total		$87,205.00

Length of Roadway - - - - 0.245 Mile
Length of Structure - - - 0.006 Mile (Exception)
Total - - - - - - - - - - 0.251 Mile
Cost of Roadway Per Mile- $355,938.77

Federal Funds	$55,300.00
State Funds	31,905.00
	$87,205.00

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

F 1-A11

Oregon State Highway Department

Federal-Aid (Safety)
Project No. F-109(11)

TWOMILE CREEK SECTION OF THE

OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 28, 1965

Type Code 6201
Roadway (Sta. 215+75 to Sta. 229+00)

Clearing and Grubbing	All Required		$ 3,000.00
Embankment in Place	23,000 cu.yd.	$ 1.05	24,150.00
Selected Sand Subgrade Material in Place	3,100 cu.yd.	1.35	4,185.00
Finishing Roadbed and Slopes	0.26 mile	2,000.00	520.00
Rounding Cutbanks	600 lin.ft.	0.30	180.00
Trench Excavation	70 cu.yd.	3.50	245.00
Special Backfill in Drains	50 cu.yd.	8.00	400.00
Watering	70 M-gal.	4.00	280.00
3/4" - 0 Material in Base	700 cu.yd.	6.75	4,725.00
Stone Base	2,000 cu.yd.	6.50	13,000.00
3/4" - 0 Aggregate in Prime Coat	30 cu.yd.	10.00	300.00
RC-250 Asphalt in Prime Coat	5 cu.yd.	80.00	400.00
Class "B" Asphalt Concrete	1,000 ton	12.00	12,000.00
Detour Surfacing	500 lin.ft.	6.00	3,000.00
Extra for A.C. Concrete Approaches	2 only	35.00	70.00
12-inch Culvert Pipe	80 lin.ft.	3.50	280.00
6-inch Drain Pipe	950 lin.ft.	5.00	4,750.00
Guide Posts, W-2	7 only	8.00	56.00
Guard Rail	1,870 lin.ft.	3.00	5,610.00
Rail End Pieces	8 only	5.00	40.00
Extra Guard Rail Posts	15 only	10.00	150.00
			$77,341.00
Flagging (57½% of Contractor's Cost)	All Required		$ 1,500.00
Seeding and Mulching	All Required		500.00
			$ 2,000.00
	Subtotal		$79,341.00
	10% Engr. & Cont.		7,934.00
	Total		$87,275.00

Length of Roadway - - - - 0.245 Mile
Length of Structure - - - 0.006 Mile (Exception)
Total - - - - - - - - - - - 0.251 Mile

Cost of Roadway Per Mile- $356,224.48

Federal Funds	$55,300.00
State Funds	31,975.00
Total	$87,275.00

RECEIVED
NOV 10 1966
FOR FILING
E-109(11)
6756

November 10, 1966

United Pacific Insurance Company
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

Gentlemen:

Contract No. 6756 awarded to G. W. Woodward, Inc., for grading and paving on the Twomile Creek Section of the Oregon Coast Highway in Coos County was completed on June 14, 1966, and accepted by the Highway Commission on November 9, 1966.

Final payment in the amount of $3,743.47 will be released to the contractor after November 17, 1966. The total contract amount is $78,233.19 including $1,677.82 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: G. W. Woodward, Inc.
Box 458
Coquille, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
NOV 9 - 1966

F-109(11)
6756

November 9, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed June 14, 1966, on Contract No. 6756. The contract was with G. W. Woodward, Inc. and was for grading and paving on the Twomile Creek Section of the Oregon Coast Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 9, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. M. Young
F. D. Morgan
C. M. Maison
L. R. Chandler

bg

FORM E-1 REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Twomile Creek

WEEK ENDING: July 29, 1966

SECTION PREFIX: 6-1014

HIGHWAY: Oregon Coast

COUNTY: Coos

NAME OF JOB: Twomile Creek

KIND OF WORK: Grading & Paving

CONTRACTOR: G.W. Woodward Inc.

CONTRACT NUMBER: 6756

FEDERAL AID PROJECT NUMBER: F-109 (11)

DATE OF CONTRACT: February 3, 1966

DATE WORK STARTED: February 4, 1966

ESTIMATED COMPLETION DATE: June 17, 1966

AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN ____ SUPERVISION ____

WORK DAYS USED

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS: 135

CALENDAR DAYS USED: 107

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 79

PROJECT AUTHORIZATION	$89,209.46	ENGINEERING AUTHORIZATION	$ 6,343.78
EXCLUSIVE OF ENGINEERING	$82,865.68	ENGINEERING COST TO DATE	$ 7,957.36
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING	$82,865.68	PERCENT OF AUTHORIZATION	125 %
ESTIMATED PERCENT OVERRUN / UNDERRUN	____ %		

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

DATE PROJECT WAS COMPLETED: June 14, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.26	0.26			0.26
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.26	0.26			0.26
TOTAL ESTIMATED QUANTITIES (CONTRACT)	23,000 cy	2,730 cy			1,000 ton
TOTAL QUANTITIES CORRECTED TO DATE	21,750 cy	3,035 cy			1,068
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	21,750	3,035			1,068
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final Estimate completed July 29, 1966.

FINAL REPORT.

SIGNED Bobby D. Johnson LOCATION Coquille

Res. Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
OCT 31 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-129(11)

6.1.6

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 20, 1966

Mr. A. W. Barnard
Division Engineer
Bureau of Public Roads
455 College St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 15, 1966, on Contract No. 6736, Lincoln Cnty: Section, in Lane County, in connection with Federal-Aid Project No. F-129(11).

We propose that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

NOTED
F.B. KLABOE

Very truly yours,

Lincoln County
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 10-24-66

Ref'd to Young
10-31-66

Conditions noted on above date:

Project completed and accepted as of June 15, 1966.

A. W. Barnard
Division Engineer

By: M. E. Martin
M. E. Martin
District Engineer

VG:cl
cc: Mr. H. S. Cox

RECEIVED
OCT 28 1966
STATE HIGHWAY

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon [illegible] of
[illegible]
for
MAY 25 1966 DE Martin
Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Twomile Creek Date May 20 19 66

Highway Oregon Coast Contract No. 6756

County Coos Prefix 6-101A

Contractor G. W. Woodward F. A. Project No. F-109 (11)

Address P.O. Box 458, Coquille, Oregon Order No. 1 (Suppl. #1)

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State to pay 57½% of Flagging Costs to the Contractor for the purpose of safeguardingtraffic through the project.

Location by station numbers:

Sta. 215+75 to 229+00

Estimate of quantities and cost:

Flagging, State share

Previously authorized	$1,500.00
Additional Requested	400.00
New Net Total	$1,900.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Additional funds are needed for State's share of flagging costs to complete work on this project. Funds are available in contingencies. Work has begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 89,209.46
Present estimate of project cost, including $ 400.00 for work under this order	$ 89,209.46
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or [illegible]

Approval Recommended: /s/ Jay B. Boyd, Division Engineer Ass't.

Approved: /s/ L. H. Young, [illegible] Office Engineer.

SP-0221-734

L H Young 6-2

RECEIVED
MAY 17 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 5, 1966

In reply refer to: 08-35.DB-1
X-file: 405.1
: I-80N-5(21)176

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Twomile Creek Section - F-109(11)
State Force Order No. 2
Total estimated amount of the Order $875.00
Federal participation $525.00

NOTED
F. B. KLABOE

Reference is made to your letter dated April 25, 1966 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

We will continue to approve such requests for projects awarded prior to April 28, 1966 where funds for this purpose have been reserved in the project agreement estimate. However, in accordance with our April 6, 1966 memorandum, in order that the total participation in State force work will not be substantially increased during the next few years, it is understood that conventional striping by State forces should not be added to other projects awarded prior to April 28, 1966. Exceptions may be made if the supporting information for approval of striping includes a showing that participation will not be requested in an equivalent amount of State force work for which a reservation of funds has been made in project agreement estimates. This policy will be applicable to Project I-80N-5(21)176.

Attachment

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 17 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 5, 1966

In reply refer to: 08-35.DB-7
X-file: 405.1
: I-80N-5(21)176

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Twomile Creek Section - F-109(11)
State Force Order No. 2
Total estimated amount of the Order $875.00
Federal participation $525.00

NOTED
F. B. KLABOE

Reference is made to your letter dated April 25, 1966 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

We will continue to approve such requests for projects awarded prior to April 28, 1966 where funds for this purpose have been reserved in the project agreement estimate. However, in accordance with our April 6, 1966 memorandum, in order that the total participation in State force work will not be substantially increased during the next few years, it is understood that conventional striping by State forces should not be added to other projects awarded prior to April 28, 1966. Exceptions may be made if the supporting information for approval of striping includes a showing that participation will not be requested in an equivalent amount of State force work for which a reservation of funds has been made in project agreement estimates. This policy will be applicable to Project I-80N-5(21)176.

Attachment

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—SM

APPROVED
Contingent upon modification of project agreement if additional funds are [illegible] signed by
APR 12 1966 by WE Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Twomile Creek Date April 19, 1966, 19

Highway Oregon Coast Contract No. 6756 F. A. Project No. F-109(11)

County Coos Prefix 6-1014 Account No. 224, 238-02

Description of Work To Be Done:

Grass seeding, fertilizing and mulching cut and fill slopes. Wire mesh to be laid on cut slopes only, to be done by State Erosion Control Crews on slopes throughout the project as protection against erosion and for roadside improvement.

Location by Station Numbers:

As required throughout the project
Sta. 215+75 to 230+00

Estimate of Quantities and Costs:

1.5 Acres seed, mulch & fertilizer @ $250.00 /A=	$375.00
.5 Acres wire mesh @ $1,000.00/A=	500.00
	$875.00

Explanation: $500.00 has been authorized for this work, however, wire mesh will be needed for the sand cut slopes, which accounts for the additional monies needed. Funds are available in contingencies. Work has not begun.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 89,209.46
Present estimate of project cost, including $ 875.00 for work under this order	$ 89,209.46
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Bobby D. Johnson, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or [illegible]

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer or Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

RECEIVED
FEB 17 1966

(PRES. BY A.O. 2064-10)

F-109(11)

UNITED STATES GOVERNMENT

Memorandum

67.1

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 11, 1966
08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project F-109(11)
Two Mile Creek Section
Grading and Paving

As requested in Mr. Young's letter of February 8, 1966, advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of February 3, 1966 in the award of contract no. 6756 to G. Woodward, Inc. of Coquille, Oregon, low bidder in the amount of $77,277.30 at the January 27, 1966 bid opening.

Young
2-17-66

NOTED
F. B. KUBOE

RECEIVED

RECEIVED
FEB 9 - 1966
FOR FILING

F-109 (11)

6756

February 8, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of January 28, 1966 is requested in the award of contract for the Two Mile Creek Section, Project No. F-109(11).

The contractor receiving the award is G. Woodward Inc. of Coquille in the amount of $77,277.30 with the Contract No. 6756 assigned. This bid was received on January 27, 1966 and awarded February 3, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:mb

FORM S-120

RECEIVED
FEB 7 1966
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. FISHBURN, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

F-109(11)
(1)6—

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

February 4, 1966

G. Woodward, Inc.
Highway 4-, Box 458
Coquille, Oregon

Gentlemen:

The State Highway Commission on February 3, 1966, awarded to you State Highway Contract No. 6756 for the following project:

Grading and paving on the Two Mile Creek Section of the Oregon Coast Highway in Coos County.

This award was based on your bid of $71,271.30 which was submitted to the Commission on January 27, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

RECEIVED
JAN 11 1966

FOR FILING

Form CD-121 (1-1-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: January 5, 1966

In reply refer to: 08-35.2-DB

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Safety Project F-109(11)
Two Mile Creek Section
Grading and Paving

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project as indicated in Mr. Oakes' December 21, 1965 report with the following exceptions:

File No. 38687 - Richert
File No. 38691 - Grant
File No. 38692 - Schroeder

We understand that the above parcels are being negotiated but may not be available for occupancy and contractor's use by the bid opening date and if necessary, condemnation action will be filed on February 7 prior to your awarding the contract or requesting our concurrence therein.

Mr. Litchfield's Utility Status Report, dated December 20, 1965 indicates that the utility adjustments involving the city of Bandon and West Coast Telephone Co. will be non-reimbursable. We understand that you will certify that necessary arrangements have been made for proper coordination of such work in your request for concurrence in award.

You are authorized to proceed with contractor's flagging included in your estimate in the amount of $1,500.

The following Supplemental Standard Specifications are conditionally approved for use on this specific project:

Contract Time and Liquidated Damages	--	January 1966
Division I	"	"
Division II, Part 1	"	"
Division II, Part 2	"	"
Division II, Part 3	"	"
Division II, Part 7	"	"

REFERRED TO
By Asst. State Hwy. Engr.
1-11-66

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

F-109(11)

Inasmuch as our detailed review is not complete, these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Young's December 30, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements, thereto as being in the public interest.

Attachment

RECEIVED
JAN 10 1966
OFFICE OF
STATE ENGINEER

RECEIVED
DEC 27 1965
FOR FILING
E-1091
6756

Commissioners
Lyman E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
L. Ben Mathes, Bend
Joseph W. Sm[illegible], Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

December 23, 1965

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan
Peck
Morelock
Trout
Scott
Willis
Litchfield
Olson
RECEIVED
DEC 27 1965
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of December 14, 1965 regarding the plan title sheet for:

Twomile Creek Section, Oregon Coast Highway, Coos County.

Twomile Creek contains anadromous fish, and consequently passage for fish must be maintained during construction.

Thank you for requesting our comments on this project.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director OFC

12-24-65 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
L. R. Chandler (2)

fp

NOTED
F. B. KLABOE
RECEIVED
DEC 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 23 1965
COMMISSIONERS

HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

F 109 (11)

6756 December 20, 1965

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

RECEIVED
DEC 21 1965
CONSTRUCTION
DIVISION

Routing
Ryan
Morelock
Trout
Scott
Wills
Litchfield
Olson
Swan

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

Reference is made to the following listed plan title sheets and prospectuses of highway construction projects transmitted to us by your letters dated November 10 and December 9, 14 and 16, 1965 respectively.

Mt. Angel-Silverton Section, Hillsboro-Silverton Highway, Marion County.

Twomile Creek Section, Oregon Coast Highway, Coos County.

Fish passage must be maintained at Abiqua Creek and Twomile Creek crossings.

Malheur River Bridge, Central Oregon Highway, Malheur County Bridge #1407A.

As stipulated in our Memorandum of Understanding, Modification #1, we will concur with the recommendations of the Oregon State Game Commission on all road projects located in Malheur, Harney and Lake Counties.

Astoria-Big Creek Section, Columbia River Highway, Clatsop County.

In our letter to you dated November 18, 1965, we requested passage on Marys, Bear and Ferris Creeks. John Day River crossing must also have fish passage.

We would appreciate your favorable consideration regarding the above-listed projects.

Sincerely,

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon State Game Commission

12-21-65 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
R. D. Asbury (4)
L. R. Chandler (2)
A. F. Parson (2)

fp

RECEIVED
DEC 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

7-1107 Wiley Road-Prineville Airport 1966
Sec., Ochoco Hwy.
#6757 (Grading & Paving)

RECEIVED
AUG 31 1966
FOR FILING

7-1107

6757

August 31, 1966

Interstate Paving Company
P. O. Box 92
The Dalles, Oregon

Gentlemen:

Contract No. 6757 awarded to Interstate Paving Company for grading and paving on the Wiley Road-Prineville Airport Section of the Ochoco Highway in Crook County was completed on June 24, 1966, and accepted by the Highway Commission on August 30, 1966.

Final payment in the amount of $4,993.08 will be released to the contractor after September 5, 1966. The total contract amount is $108,451.06 including $1,810.31 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc John P. Jerome
1104 W. Yakima Avenue
Yakima, Washington

Interstate Paving Company
P. O. Box 92
The Dalles, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 30 1966
FOR FILING

X-1107
6757

August 30, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed June 24, 1966, on Contract No. 6757. The contract was with Interstate Paving Company and was for grading and paving on the Riley Road-Prineville Airport Section of the Cabbee Highway in Crook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 30, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FINAL FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Wiley Road - Prineville Airport	WEEK ENDING: July 2, 1966	
	SECTION PREFIX: 7-1107	
HIGHWAY: Ochoco	COUNTY: Crook	
NAME OF JOB: Wiley Road - Prineville Airport	KIND OF WORK: Grading and Paving	
CONTRACTOR: Interstate Paving Co.	CONTRACT NUMBER: 6757	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Feb. 3, 1966	DATE WORK STARTED: Feb, 21, 1966	ESTIMATED COMPLETION DATE: June 24, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 165	WORK DAYS USED / CALENDAR DAYS USED: 122
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 74.5
PROJECT AUTHORIZATION: $112, 973.62		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $104,939.94	ENGINEERING AUTHORIZATION: $8,033.68	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $108,454.03	ENGINEERING COST TO DATE: $6,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103
ESTIMATED PERCENT OVERRUN / UNDERRUN: 3.3 %	PERCENT OF AUTHORIZATION: 74.7 %	DATE PROJECT WAS COMPLETED: June 24, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD
100		100	100	100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.30	3.30			3.30
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.30	3.30			3.30
TOTAL ESTIMATED QUANTITIES (CONTRACT)	87470	6480 CY			11400T 637T
TOTAL QUANTITIES CORRECTED TO DATE	6070	6096			11418 871
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6070	6696			11418 871
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Project was completed june 24, 1966			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final estimate was submitted to the division office on Thursday, June 30, 1966

F I N A L R DE P O R T

SIGNED R. H. Clark LOCATION Bond

R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
FEB 25 1966
FOR FILING

7-1107

6757

Salem, Oregon
February 24, 1966

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Wiley Rd - Prineville airport Sec
Adisco Hwy
495-K

The BPR is withholding approval for credit the six State-financed Safety Improvement Projects which were on the January 27, 1966 letting (Request letter attached) as these projects were not on the list of Safety Projects furnished the BPR by Mr. Edwards.

The BPR has forwarded Mr. Edwards' tabulation to Washington for their approval and comments. They have also requested a decision regarding the approval of Safety Projects which are not included on the list.

L. H. Young
Office Engineer

RNC:mb

FORM E-159

RECEIVED
FEB 7 - 1966
TRUCKING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. TERHORST, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

7-1107
6757

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

February 4, 1966

Interstate Paving Company
P. O. Box 92
The Dalles, Oregon

Gentlemen:

The State Highway Commission on February 3, 1966, awarded to you State Highway Contract No. 6757 for the following project:

Grading and paving on the Hilley Road-Prineville Airport Section of the Ochoco Highway in Crook County.

This award was based on your bid of $99,921.00 which was submitted to the Commission on January 27, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MO

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)

RECEIVED
JAN 26 1966
FOR FILING
Maint
Traffic
Gen
Spec.

January 25, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Safety Improvement Projects (State)

Dear Sir:

We are submitting data for six State-Financed Safety Improvement Projects. These projects were selected on the basis of roadway hazards determined by engineering judgment.

A copy of the Safety Improvement Project Data and one set of reproducibles are enclosed for each of the following listed projects, all of which are to be contracted at the January 27, 1966 bid opening.

1. Wiley Road-Prineville Airport Section, of the Ochoco Hwy. FAP-5 in Crook County. Estimated Cost. . . $140,000.

2. Lost River Diversion Canal Bridge on the Klamath Falls-Malin Hwy. FAS-419 in Klamath County. Estimated Cost. . . $89,700.

3. Chewaucan River (Paisley) Bridge Section of the Fremont Hwy. FAP-16 in Lake County. Estimated Cost. . . $205,200.

4. Island City-Conley Section of the Wallowa Lake Hwy. FAP-7 in Wallowa County. Estimated Cost. . . $149,910.

5. N. Unit, Thornberry-Wasco Section of the Sherman Hwy. FAP-12 in Sherman County. Estimated Cost . . . $144,600.

6. Winkler Ranch-Harvey Creek Section of the Fremont Hwy. FAP-16 in Lake County. Estimated Cost. . . $ 217,720.

We hereby request that the State be given credit for these Safety Projects on the first quarter of the overall four year program. The total estimated cost of the six projects is. . . $947,110.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:dc

cc: F. B. Klaboe
L. E. George
B. L. Gifford
R. N. Chase

File

2-24
1-25

...ley Road-Prineville Airport Sec.

SAFETY IMPROVEMENT PROJECT

Date January 1966 Highway Ochoco

Route No. FAP 5 Highway No. 41 M.P. 13.3 to M.P. 15.6

Urban ☐ Rural ☒

Accidents from 1-63 to 11-65 Average Daily Traffic 1800

Total Accidents 8 Persons Injured 4 Persons Killed 1 Accident Rate 2.35

Design Speed - No. Lanes 2 Parking - Type Terrain -

Alignment: Horz. - Vert. - Shoulders 0-3' gravel

Type of improvement Widen and repave existing 22' (ave.) roadway to provide a 24' roadway with 4' paved shoulders. Install guide posts.

Estimated cost of improvement: $ 140,000 ~~123,165~~

PROGRAM

FAP ___ FASC ___

FAS ___ State ___

FAU ___ Other state-County-City (State-City)

FAI ___

Remarks: The existing narrow roadway and shoulders constitute a hazard which will be reduced by this improvement. The installation of guide posts should also serve to reduce the accident hazard on this section of roadway.

I-5-3(72)130 Roadway Illum. on the Sutherlin Int. Sec., Pacific Highway 1966

#6758

04A 2943

RECEIVED
NOV 4 - 1966

I-5-2(72) 130

6758

November 3, 1966

Glens Falls Insurance Company
Pacific Coast Department
350 Sansome Street
San Francisco, California 94104

Gentlemen:

Contract No. 6758 awarded to Madsen and Stokes Electrical Contractors for illumination on the Sutherlin Interchange Section of the Pacific Highway in Douglas County was completed on May 27, 1966, and accepted by the Highway Commission on November 2, 1966.

Final payment in the amount of $988.35 will be released to the contractor after November 10, 1966. The total contract amount is $12,423.85 including $123.85 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Madsen and Stokes Electrical Contractors
P.O. Box 280
Roseburg, Oregon

Fred York Insurance Agency
1203 High Street
Eugene, Oregon

L.H. Young
C.H. Madsen
Attn: John Herr

RECEIVED
NOV 2 - 1966

I-5-3(72)130
6.154

November 2, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed May 27, 1966, on Contract No. 6738. The contract was with Madsen & Steiner Electrical Contractors and was for illumination on the Sutherlin Interchange Section of the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 2, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Avery
R. L. Porter
Tom Edwards
F. E. Kleboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
L. R. Chandler

bg

RECEIVED
JUN 7 1966
FOR FILING

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-3(72)130
6758

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 2, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 27, 1966, on Contract No. 6758, Sutherlin Interchange Section, in Douglas County, in connection with Federal-Aid Project No. I-5-3(72)130.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By J. A. W

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: June 16, 1966

Conditions noted on above date: Project inspected June 15, some minor finishing work necessary to complete project. The contractor needs one light cover to replace and shape area's which had been excavated for placing conduit. Other work on project satisfactorily completed.

A. W. Parsons
Division Engineer
M E Martin
M. E. Martin
District Engineer

PVR:

RECEIVED
JUN 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER
By:

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM FR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
3-63		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY
5 6758	3-3-66	Douglas
		PROJECT NO. I-5-3(72)139

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Sutherlin Interchange Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-5-66	0.00
*OTHER (Specify)		

FUNDS Pro Rata 92.2%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 14,355.00	$ 13,200.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Laboe

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XXX A. W. Parsons
(Division Engineer)

By L R Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer: MAR 3 1966

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(72)130

SUTHERLIN INTERCHANGE SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Project Agreement Estimate.

Salem, Oregon, February 17, 1966

Fpa Code X032
Illumination (Sta. 1790+00 to Sta. 1810+00) (Contract No. 6758)

Roadway Illumination Installation, Complete	All Required	$12,350.00
		$12,350.00
Flagging (57½ of Contractor's Cost)	All Required	$ 100.00
Extra for Pole Foundation over 5 Feet Deep	All Required	600.00
		$ 700.00
	Subtotal	$13,050.00
	10% Engr. & Cont.	1,305.00
	Total	$14,355.00

Length of Project - - - - 0.00 Mile

Federal Funds -	$13,200.00
State Funds -	1,155.00
	$14,355.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-3(72)130

SUTHERLIN INTERCHANGE SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 21, 1965

Type Code Y030
Illumination (Sta. 1790+00 to Sta. 1810+00)

Roadway Illumination Installation Complete	All Required	$15,300.00
		$15,300.00
Flagging (57½ of Contractor's Cost)	All Required	$ 100.00
Extra for Pole Foundation Over 5 Feet Deep	All Required	600.00
		$ 700.00
	Subtotal	$16,000.00
	10% Engr. & Cont.	1,600.00
	Total	$17,600.00

Length of Project - - - - - - - 0.00 Mile

Federal Funds - - - - - - -

RECEIVED
FEB 17 1966
FOR FILING
FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

I-5-3(72)130
F159

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 11, 1966
08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-3(72)130
Sutherlin Interchange Section
Illumination

As requested in Mr. Young's letter of February 8, 1966, advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of February 3, 1966, in the award of contract No. 6758 to Madson and Stakes, Electrical Contractors, of Roseburg, Oregon, low bidder in the amount of $12,350.00 at the January 27, 1966, bid opening.

Young
2-17-66

NOTED
F. B. KLABOE

RECEIVED

RECEIVED
FEB 9 - 1966
FOR FILING
I-5-3(72) 130
6758

February 8, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of January 28, 1966, is requested in the award of contract for the Sutherlin Interchange Section, Project No. I-5-3(72)130.

The contractor receiving the award is Madison and Stokes Electric Contractor of Roseburg in the amount of $12,350.00 with the Contract No. 6758 assigned. This bid was received on January 27, 1966 and awarded February 4, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAHsmb

RECEIVED
FEB 7 1966
FOR FILING

FLOYD QUERY, SECRETARY
SALEM
J-[illegible](72) 130
1764

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH MOLLER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. NOHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 4, 1966

Madson & Stokes Electrical Contr.
P. O. Box 280
Roseburg, Oregon

Gentlemen:

The State Highway Commission on February 3, 1966, awarded to you State Highway Contract No. 6758 for the following project:

For roadway illumination on the Sutherlin Interchange Section, Pacific Highway in Sutherlin in Douglas County.

This award was based on your bid of $12,350 which was submitted to the Commission on January 27, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
JAN 11 1966

F.H.W.A. (11-63) (Prev. by A.O. 206-10)

I-5-(7)130
6758

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: January 5, 1966

In reply refer to: 08-35.2-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

60 51
4066

SUBJECT: Oregon Project I-5-3(72)130
Sutherlin Interchange Section
Illumination

REFERRED TO
By Asst. State Hwy. Engr.
1-11-66

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired for occupancy and contractor's use, and further that control of access rights has been acquired with the possible exception of those involved with utilities previously adjusted, as indicated in Mr. Litchfield's and Mr. Oakes' December 20, and December 21, 1965 reports. Certification concerning utility access rights should be furnished prior to our concurrence in award. If exceptions are listed, the project will not be accepted as complete until such time when full control of access is obtained.

You are authorized to proceed with contractor's flagging included in your estimate in the amount of $100.

The following Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages - - -	January 1966
Division I - General Requirements - - -	" "

Inasmuch as our detailed review is not complete, these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Young's December 30, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest.

copies to Oakes Litchfield 1-11-66

Attachment

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 20 1966
FOR FILING

I-5-3(72) 130

6758

MISC. CONTRACTS and AGREEMENTS No. 2943

December 17, 1965

Miss Dorothy L. Fox
City Recorder
City of Sutherlin
Sutherlin, Oregon

agr. dr. item 4 d.
12-14-65

Dear Miss Fox:

We are enclosing for your records a fully executed copy of an Agreement covering installation of mercury-vapor luminaires on the Pacific Highway at the Sutherlin Interchange in Douglas County.

A fully executed copy of the Agreement has been retained for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ke
Enc.

cc: F. B. Crandall

RECEIVED
NOV 18 1965
FOR FILING
I-5-3(72)130

November 17, 1965

4066

Oregon State Highway Commission

Gentlemen:

An agreement has been prepared and executed with the City of Sutherlin covering the installation of mercury-vapor luminaires on the Pacific Highway at the Sutherlin Interchange in Douglas County.

This agreement provides that the State shall install the illumination, with the City agreeing to care for all electrical energy consumed. The State is to maintain the installation. This project is estimated to cost $20,000 and is an interstate project. We recommend approval of the agreement and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the December 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
C. H. Maison
H. S. Cox
R. H. Bothman
L. R. Chandler

njc bg

RECEIVED
NOV 16 1965
FOR FILING
I-5-3(72) 130
6758

November 8, 1965

4066

Mr. George C. Stubbert
City Manager
Post Office Box 459
Sutherlin, Oregon

Dear Mr. Stubbert:

This will acknowledge your letter of October 26 concerning the proposed illumination of the interchange between the Pacific and Klamath-Sutherlin Highways in Sutherlin.

Upon receipt of the signed agreements, we will present them to the State Highway Commission for its action. This project is now scheduled for bids on January 25, 1965.

Your cooperation in this matter is appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

vdw

Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. R. Chandler

NOTED
TOM EDWARDS

VPJ:ji bg

City of SUTHERLIN

Douglas County, Oregon

Post Office Box 459
Phone 459-2856

October 26, 1965

Klaiton Edwards

Mr. Forrest Cooper
State Highway Engineer
State Of Oregon
State Highway Department

Dear Mr. Cooper:

Thank you for the reply to my October 13 letter and for more fully explaining the State-City relationship in lighting the Sutherlin-Elkton Interchange.

The Council will act on the resolution provided by the State of the City's cooperation for the lighting of the Interchange. I am sure that the Council will approve the reading of the resolution at the next regular meeting November 8. I will notify you immediately on the action taken by the City Council at that time.

Enclosed you will find a copy of the October Council Meeting minutes where this subject material was presented to the Council, for your feeling of the Council's response in paying the energy cost for the lighting for the Sutherlin-Elkton Interchange on Enterstate #5.

Respectfully,

George C. Stubbert,
City Manager

GS:bc

Handled Prepare agreement copy of letter to Klaiton 10-29

RECEIVED
OCT 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

IMPROVEMENT DISTRICT #13

"This district would include the property owners on Valentine and State Streets. It could also include the city barn. I would like to have a motion for a study on this Improvement District #13." Councilman Swift made a motion to make a study for Improvement District #13. Motion seconded by Councilman Laswell. Motion carried.

SUTHERLIN CREEK WATER SHED PROJECT F.H.A. LOAN

"We meet with the Farmer's Home Association on Thursday and will have the wheels rolling to get the money. Don is the attorney for the S.W.C.D. When the dam is ready, the F.H.A. for the city is 3.222% now."

STREET PAVING

Roseburg Paving will be in next week as they have to put in hot mix at the intersections.

INTERSTATE #5 WATER MAIN CROSSING

Pat has retained the extra man and is using the grader man on this crossing.

LIGHTING INTERSTATE #5

Received a letter from the State Highway Commission stating that there will be 25 lights on the interchange at a cost of $50.00 a month or $600.00 a year. Councilman Dr. Rapp: "Is this regular procedure?" City Manager Stubbert: "I have called McMicken and they have been following this." Councilman Hubbell: "I don't see how we have much choice." Councilman Dr. Rapp made a motion to approve the lighting of Interstate #5 with the approval of the attorney and city manager. Motion seconded by Councilman Hubbell. Motion carried.

HUTCHIN'S CULVERT

Selmar Hutchins installed a 24" culvert in front of the Bowling Alley on the State Highway property, which is part of the proposed city and state improvement project. He asks that the city do the black-topping. Councilman Laswell made a motion that Hutchins black top it himself. Motion seconded by Councilman Swift. Motion carried.

BUSINESS FROM CITY ATTORNEY

The following resolutions were read to the Council:

RESOLUTION NO. 45-A

WHEREAS, the City of Sutherlin has heretofore acquired by deed the real property hereinafter described by reason of sewer lien foreclosure, all as provided under Chapter 223, ORS, and

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

I-5-3(72) 130

6758

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

Routing

Morgan, Dicker, Bond, Barboe, Walker, Glenn, Swan, Peas..., Morelock, Trout, Scott, Wille..., Litchfield, Olson

November 4, 1965

RECEIVED
NOV 5 1965
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plans for the following projects which were sent to us under letters dated October 8 and October 27, 1965.

1. High Banks Road-57th Street(Springfield)Section, Eugene-Springfield Highway, Lane County.

2. Alsea Mountain-Hide Creek Section, Alsea Highway, Benton County.

3. Toledo Section, Corvallis-Newport Highway, Lincoln County.

4. Toledo-Pioneer Mountain Section, Corvallis-Newport Highway, Lincoln County.

5. Morrow County Line-Stanfield Junction Section, Old Oregon Trail Highway, Morrow County.

6. Sutherlin Junction Interchange Section, Pacific Highway, Douglas County.

7. Wi...ville Safety Rest Area, Pacific Highway, Clackamas County.

8. Fairgrounds Interchange-Winston Interchange Section, Pacific Highway, Douglas County.

The projects listed above are all approved as no resource conflict is foreseen. We note that the Oregon Fish Commission has discussed with you the passage of fish on West Olallie Creek.

We appreciate being able to review the pla...

-5-65 Copies to:
B. Klaboe
H. Young
Frank Hall (8)
C. Roake
E. Morelock
L. W. Rulien (2)
R. D. Asburry (6)
L. R. Chandler (6)
A. F. Parson (2)
fp

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By
R. O. Koski
R. O. Koski
Chief of Liberations

ROK:dm

cc: Director, OFC

RECEIVED
NOV 2 - 1965
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

Corvallis
RLH
Tac Hwy

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 27, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Mr. P. W. Schneider
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

Dear Sir:

Enclosed are plan title sheets on projects scheduled for contract letting. Would you please give these your special attention and recommendations as soon as possible.

Toledo-Pioneer Mountain Section, Corvallis-Newport Highway, Lincoln County.

Morrow County Line-Stanfield Junction Section, Old Oregon Trail Highway, Morrow County.

Sutherlin Junction Interchange Section, Pacific Highway, Douglas County.

Wilsonville Safety Rest Area, Pacific Highway, Clackamas County.

Fairgrounds Interchange-Winston Interchange Section, Pacific Highway, Douglas County.

This data is forwarded to satisfy requirements of the Bureau of Public Roads in their Instructional Memorandum 21-5-63 dated June 12, 1963.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan
F. D. Morgan
Construction Engineer

RS:fp
Enc.
cc: F. B. Klaboe
L. H. Young
Frank Hall (5)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
L. R. Chandler (4)
A. F. Parson (2)

RECEIVED
NOV 1 -
OREGON
STATE HIGHWAY

RECEIVED
OCT 26 1965

FOR FILING

I-5-3(72)130

6758

October 25, 1965

4830

Mr. George G. Stubbert
City Manager
Post Office Box 459
Sutherlin, Oregon

Dear Mr. Stubbert:

Your letter of October 13 requested information concerning the Highway Commission's policy of illumination through cities and for lighting of interchanges on the interstate highway system.

With respect to illumination inside incorporated cities, it is the policy of the Highway Commission to refrain from any illumination work on streets or highways within cities. This policy has been observed very rigidly, primarily due to the lack of funds that would be required for the large amount of lighting involved.

The policy for illumination of interchanges on the Interstate highway system is set forth by the American Association of State Highway Officials in its "Guide for Lighting Controlled Access Highways". We do not have standard illumination plans for interchanges since each design depends upon the geometries of the particular interchange under question. One of the criteria outlined in the above-mentioned guide states that "partial interchange lighting is considered to be warranted where the local governmental agency finds sufficient benefit in the form of convenience, safety, policing, community promotion, public relations, et cetera, to pay an appreciable percentage of the cost of or wholly finance the installation, maintenance and operation of the lighting facilities".

In Oregon, the Highway Commission has adopted a policy that the State will pay for the installation and maintenance costs of an illumination facility. Before approval is granted, the Bureau of Public Roads still requires that the local agency assume

a portion of the cost. The city contribution to this type of project is made by paying the cost of the energy used by the lighting units.

As mentioned above, there is no standard plan for illumination through cities or on interchanges. We are enclosing a plan sheet from the proposed contract plans for the lighting project at the Sutherlin Interchange.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
L. B. Chandler

LEG:aa bg

City of SUTHERLIN

Douglas County, Oregon

Post Office Box 459
Phone 459-2856

OCT 13 65

October 13, 1965

Crandall
Draft for Cooper please

Mr. Forrest Cooper, Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

The City Council has asked that infromation be gathered on the city and states policy, pertaining to street lighting and lighting on State Highways through cities. This information is to aid in the Councils decision on the agreement sent to the city for the lighting of the Sutherlin-Elkton Interchange on Interstate #5.

Prior to the latest project done by the state on Interstate #5, at this location, street lights were provided by the state and the city is curious, as to why they were taken out and then not replaced.

The city has furnished all the street lights on State Highways through the city and last year added thirty-four new mercury lights from Interstate #5, east on Central to Highway 99, at the cities expense; asking nothing from the state in aid on the project.

If the city is requested by the state to pay the electric bill on the lights installed at the Sutherlin-Elkton Interchange, it will cause an over, in the budget expense item, for street lighting, as the added expense was not considered in the cities present budget.

Please send me a copy of the states street lighting plans, through cities and for lighting of Interchanges, on the Interstate Highways.

The Council will, on November 8, 1965, Council Meeting, take action on the agreement sent to the city to be signed.

Our Council feel that our City and State relationship has been good and if it is the firm policy that the city must pay the utility bill, then I am sure this is what the city will do.

RECEIVED
OCT 19 1965
TRAFFIC ENGINEERING

Respectfully,

George C. Stubbert
City Manager

copy to F.C.

Bud
Ltr with
note dated

GCS:bld

RECEIVED
OCT 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 14 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 29 1965
FOR DISTRICT

Form CO-121
(1-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Edwards

I-5-3(72) 150

6758

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attn: Mr. Edwards

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 27, 1965

In reply refer to:

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Oregon I-5-3(--)121, Shady-Rice Hill Section
Pacific Highway
Proposed Illumination of Sutherlin Interchange

On the basis of the justification furnished in Mr. Edwards' August 27, 1965 letter, approval is granted for you to proceed with the subject project in accordance with the preliminary plans previously submitted to this office.

Copy to Gladden 9-28-65
Passed promptly
E V

NOTED
TOM EDWARDS

RECEIVED
SEP 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

SEP 13 1965
FOR FILING
I-5-3(12)130
C158

September 10, 1965

Mr. George C. Stubbert
City Manager
P. O. Box 459
Sutherlin, Oregon

Dear Mr. Stubbert:

Reply is made to your letter of September 7 concerning lighting of the Sutherlin and Deady Interchanges.

As of this time, our request is before the Bureau of Public Roads for approval of lighting at the Sutherlin Interchange. We are not able at this time to anticipate the Bureau's action or when it will be forthcoming, but we will press them for an early answer and will use all means available to us to secure approval.

We cannot find justification for lighting the Deady Interchange at this time. The traffic volumes are low and will not meet the warrant for lighting. There are other stumbling blocks, also. The major of these is that the Bureau will require that the street from the interchange to the city center be lighted throughout its length and that the local governing body make a substantial contribution to the lighting.

The second point which the Bureau would consider is that there is not sufficient business or commercial development immediately adjacent to the interchange which in turn generates high intensity advertising lights and provides for distraction when the main line is not lighted.

We cannot, therefore, foresee approval of lighting of the Deady Interchange.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall (enc.)

By

Tom Edwards
Assistant State Highway Engineer

TE:jwa

City of
SUTHERLIN
Douglas County, Oregon

Post Office Box 459
Phone 459-2856

A534

September 7, 1965

Edwards

Mr. Forrest Cooper,
State Highway Engineer
State Highway Dept.
Salem, Oregon

Dear Mr. Cooper:

Now that the finishing touches are being applied to Interstate Highway #5, project 1-5-3 (56) 130, the citizens, Civic Clubs, Chamber of Commerce, business men and City Officials of the City of Sutherlin are wondering what happened to the street lights which formerly illuminated the Interchange in the area of the begining of project 1-5-3 (56) 130 near station #1775 +00.

Because of the hazards involved, and because of the need to assist travelers entering and leaving the highway, I have been asked by the Council and the Chamber of Commerce to write this letter, requesting that the Interchange be relighted to at least that which was in existance prior to the begining of project 1-5-3- (56) 130.

We request that the Deady Interchange at the south city limits of the city be lighted, also.

On November 12, 1964, I received a letter from Mr. Lloyd P. Shaw, Assistant State Highway Engineer, indicating that the Highway Dept. would soon take action on the lighting of the Sutherlin Interchange.

I would appreciate a report on what the Highway Dept. plans to do on lighting the Interchange and when.

Respectfully,

George C. Stubbert,
City Manager

copy to FC

GCS:bld

RECEIVED
SEP 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

APPROVED
STATE HIGHWAY ENGINEER

RECEIVED
AUG 31 1965
FOR FILING
I-5-3(72)130
6758

August 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

There are attached two copies of a sketch showing proposed installation of luminaire units on I-5 at the Sutherlin Interchange as a Federal-Aid project. The estimated cost is $20,000.

As is shown on the plans, the total current ADT ramp traffic entering or leaving the freeway within the interchange area is 3,900 vehicles. This is almost four times that required for partial interchange lighting under Case "H" in the new AASHO Guide.

In addition to the above, the City of Sutherlin has provided lineal illumination on the cross road from the downtown area to the interchange and will pay electrical energy charges for the proposed interchange illumination. There is considerable commercial development which is lighted during the hours of darkness in the vicinity of the interchange.

Your early consideration of the illumination project, as outlined, will be appreciated.

Very truly yours,

Attachments

Forrest Cooper
State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall

By

Tom Edwards
Assistant State Highway Engineer

VPJ:ji jvs

CAH-2943

I-5-3(73) Fairgrounds Interch.-Winston 1966
121 Interch. Sec., Pacific Hwy.
#6759 (Roadside improvement)

RECEIVED
OCT 25 1968
FOR FILING
I.5-3(73)121
6757

October 25, 1968

Mr. Harold O. Canyon
Certified Public Accountant
1685 W. Harvard Boulevard
Roseburg, Oregon

Dear Mr. Canyon:

The Roberts Creek Water District has requested that we send you the attached comparison of billings for your use in connection with an audit of their records.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Attachment

cc: Roberts Creek
Water District

bc: Alfred W. Bates

ROBERTS CREEK WATER DISTRICT

RT. 1 - BOX 1160
ROSEBURG, OREGON 97470
PHONE 679-6451

Oregon State Highway Dept.
C70 K.D.L.
P.O. Box 1128
Roseburg, Oregon 97470

Gentlemen,

In connection with an audit of our records by Harold O. Canyon, Certified Public Accountant, 1685 W. Harvard Boulevard, Roseburg, Oregon, we request your cooperation in comparing the following amounts billed you for water through meter number N-97 during the respective months listed, with your records, listing any differences and returning this list in the stamped self addressed envelope enclosed.

Yours very truly,

Henry H. Wolf

Henry Wolf
Chairman of the Board
ROBERTS CREEK WATER DISTRICT

			PAYMENTS	
			Date	Amount Paid*
July	1967	$ 60.80	6-67	$ 20.40
August	1967	10.80	7-67	40.40
Sept.	1967	35.60	8-67	10.80
Oct.	1967	40.80	9-67	24.80
Nov.	1967	50.80	10-67	16.00
Dec.	1967	-	6-68	30.30
Jan.	1968	-	7-68	73.00
Feb.	1968	-	8-68	45.00
Mar.	1968	-		
April	1968	-		
May	1968	-		
June	1968	30.30 *		
July	1968	73.00 *		
August	1968	45.00 *		

Remarks: The difference in amounts paid compared to the amounts billed is due to duplicate billings. Example: July 1967 billing of $60.80 = billings for June of $20.40 and July 1967 of $40.40. Billing dates and payment dates apparently were in conflict.

Monthly transaction number	FOR (REV. 3-65) R-2A U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e Oregon
6-45	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Douglas
Project report number 9		Project number CJI-5-3(1)
Modification number 1		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 21, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,241	$ 5,844
Federal funds	$ 3,900.00	$ 4,383.14
Other revisions		

This modification is made for the following reasons:

Final voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 12 day of June, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
2-116	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 5 6704		COUNTY Douglas
		PROJECT NO. CWI-5-3(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Shady Interchange Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-5-66	0.00
*OTHER (Specify)		

FUNDS Pro Rata 75%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 5,241.00	$ 3,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lahre

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~A. E. Parsons~~ (Division Engineer)

By L. R. Backlund

L. R. Backlund, Administrative Manager

Date executed by Division Engineer FEB 21 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. CJI-5-3(1)

SHADY INTERCHANGE SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Project Agreement Estimate.)

Salem, Oregon, February 15, 1965

Type Code Y023
Screening (Junk Yard)(Sta. 2757+00 to Sta. 2785+00)(Contract No. 6759)

Furnishing and Placing Topsoil	320 cu.yd.	$ 3.50	$ 1,120.00
Furnishing and Planting Trees	320 only	10.00	3,200.00
Inorganic Fertilizer 10-16-8	4 cwt.	5.00	20.00
Manure Fertilizer	15 cu.yd.	6.00	90.00
Mulch	15 unit	20.00	300.00
			$ 4,730.00
Flagging (37½% Contractors Cost)	All Required		$ 10.00
Water Meters	All Required		25.00
			$ 35.00
	Subtotal		$ 4,765.00
	10% Engr. & Cont.		476.00
	Total		$ 5,241.00

Length of Project - - - - - 0.00 mile

Federal Funds -	$3,900.00
State Funds -	1,241.00
Total	$5,241.00

State Funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. CJI-5-3(1)

SHADY INTERCHANGE SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 23, 1965

Type Code Y023
Screening (Junkyard) (Sta. 2757+00) to Sta. 2785+00)

Furnishing and Placing Topsoil	320 cu.yd.	$ 3.50	$ 1,120.00
Furnishing and Planting Trees	320 only	10.00	3,200.00
Inorganic Fertilizer	4 cwt.	7.00	28.00
Manure Fertilizer	15 cu.yds.	6.00	90.00
Mulch	15 unit	18.00	270.00
			$ 4,708.00
Flagging (57½% of contractor's cost)	All Req.		10.00
Water Meters	All Req.		25.00
			$ 35.00
	Subtotal		$ 4,743.00
	10% Engr. & Cont.		474.00
	Total		$ 5,217.00

Length of Project 0.00 mile

Federal Funds - - - - - - - - - - -	$3,900.00
State Funds - - - - - - - - - - -	1,317.00
Total - - -	$5,217.00

RECEIVED
FEB 6 - 1968
FC...

I-5-3(73)121
6151

February 6, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed May 27, 1966, on Contract No. 6759. The contract was with Jansen's Landscaping Company and was for roadside improvement on the Fairgrounds Interchange-Winston Interchange Section of the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 6, 1968, and that you concur in this procedure at the Commission meeting on March 5.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Kl...oe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
Carroll Keasey

srb jes

RECEIVED
FEB 7 - 1968
FOR FILING
I-5-3(73)12
6759

February 6, 1968

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 6759 awarded to Jansen's Landscaping Company for roadside improvement on the Fairgrounds Interchange-Winston Interchange Section of the Pacific Highway in Douglas County was completed on May 27, 1966, and accepted by the Highway Commission on February 6, 1968.

Final payment in the amount of $6,266.78 will be released to the contractor after February 14, 1968. The total contract amount is $115,271.49 including $224.37 for work performed under force account.

You have been advised previously that claims have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Jansen's Landscaping Company
Rt. 1
Everson, Washington

L. H. Young
C. H. Maison
Attn: John Herr

STATE COPY

FORM S-187X 10M 8-67

RECEIVED
FEB 9 1968
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-5-3(73)121

6754

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 11, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the replacement planting was completed on September 6, 1967, on Contract No. 6759, Fairgrounds Interchange-Winston Interchange Section, in Douglas County, in connection with Federal-Aid Projects CJI-5-3(1), I-5-3(73)121 and LSS-559(1).

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: 2-1-68

Conditions noted on above date:

Project completed and accepted.

PVR

A. W. Parsons
Division Engineer

By: E. J. Valach
E. J. Valach
District Engineer

cc: Forrest Cooper
L. H. Young

RECEIVED
FEB 17 1967
FOR FILING

February 14, 1967

Goodenough and Evans
Attorneys at Law
468 State Street
Salem, Oregon 97301

Re: Contract #6759
Beaver State Sand and Gravel, Inc.

Gentlemen:

Reference is made to your letter of February 8, 1967 to the State of Oregon Highway Commission regarding a claim from Beaver State Sand and Gravel, Inc. on the above referenced contract.

We have talked to Beaver State Sand and Gravel, Inc. regarding this claim and have asked them to break down their billing to us and justify this amount. We have paid all the moneys that we owed them, including equipment rent and cannot justify this additional billing.

We will be happy to pay this bill if it can be shown to be for some service or material relating to this contract.

Very truly yours,

J. [illegible]

Albert Jansen, President

cc: Floyd Query, Secy. Oregon State Highway Commission
Hurley, Adkins & Stewart, Seattle, Wash.
Beaver State Sand & Gravel, Roseburg, Ore.
C. T. Houck, Roy L. Houck Sons' Corp., Salem, Ore.

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
FEB 16 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 14 1967
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIBLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Claim File No 4277

FILED
FEB 9 1967
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
FEB 9 12 38 PM '67
CLAY MYERS
SECRETARY OF STATE

February 8, 1967

Goodenough and Evans
Attorneys at Law
468 State Street
Salem, Oregon 97301

Attention: Mr. Vernon Burda

6759

NOTED ON CARD

Gentlemen:

This is to acknowledge receipt of your claim letter on behalf of your client, Beaver State Sand and Gravel, Inc., subcontractor, stating that Jansen Landscaping owes them $1,319.28.

This appears to be in reference to the Jansen's Landscaping Company Contract No. 6759 for roadside improvement on the Fairgrounds Interchange-Winston Interchange Section of the Pacific Highway in Douglas County.

It has been the policy of the State Highway Department not to withhold payment unless requested by the surety or our Chief Counsel.

The General Insurance Company of America through Hurley, Atkins and Stewart, Inc., 220 West Harrison Street, Seattle, Washington, furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing. This action will protect your client's claim under the bond.

We would appreciate hearing from you when this claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
STATE HIGHWAY COMMISSION
C. W. HEAD

fkm
cc General Insurance Co. of America
Hurley, Atkins & Stewart, Inc.
Jansen's Landscaping Co.
Hon. Clay Myers - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

GOODENOUGH & EVANS
ATTORNEYS AT LAW
SUITE 202 UNION TITLE BUILDING
466 STATE STREET
SALEM, OREGON 97301

BRYAN GOODENOUGH
KEITH D. EVANS
VERNON BURDA
ASSOCIATE

TELEPHONE 581-1535
AREA CODE 503

February 7, 1967

State of Oregon
Highway Commission
Salem, Oregon

Attention: Floyd Query

Gentlemen:

This is to inform you that Beaver State Sand & Gravel, Inc., subcontractor on Contract No. 6759 for Jansen Landscaping, has an unpaid claim in the amount of $1,319.88; and we respectfully request that final payment be withheld until such time as this matter is settled.

Very truly yours,

GOODENOUGH & EVANS

V. Burda

Vernon Burda

VB:rb

Cc: General Ins Co of America
c/o Hurley, Atkins & Stewart, Inc.
220 West Harrison St.
Seattle, Washington

Cc: C. T. Houck, Roy L. Houck Sons' Corp.,
P. O. Box 671, Salem, Oregon;
Beaver State Sand & Gravel, Inc.
P. O. Box 629, Roseburg, Oregon;
Jansen Landscaping, Route 1,
Everson, Washington

RECEIVED
STATE HIGHWAY COMMISSION

FORM S-123X 50M 7-66

RECEIVED
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FILING

Claim File # 4275

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
FEB 2 10 52 AM '67
CLAY MYERS
SECRETARY OF STATE

February 1, 1967

E6-2(73)
121
67594

H. L. Fearey Nursery Co.
Route 2, Box 97
[illegible], Oregon

Gentlemen:

This is to acknowledge receipt of your claim letter of January 26 and attached invoice stating that Jansen's Landscaping Company owes you $577.50 plus interest for nursery stock. You state that this stock was furnished on the following Jansen's Landscaping Company contracts:

Contract No. 6665 for roadside improvement on the N. Broadway-Hood River Bridge section of the Columbia Riverway and Pacific Highway in Multnomah County. The surety is General Insurance Company of America through Richard V. Grisso, 209 S. W. 4th Avenue, Portland.

Contract No. 6759 for roadside improvement on the Fairgrounds Interchange-Winston Interchange section of the Pacific Highway in Douglas County. Its surety is General Insurance Company of America through Hurley, Atkins & Stewart, Inc., 220 S. Harrison St., Seattle, Washington 98119.

The sureties on these contracts furnished the performance bonds which are given to assure completion of these jobs and payment of all bills incurred in them.

NOTED ON CARD
w.l.w.

We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

Floyd Cozzy, Secretary
OREGON STATE HIGHWAY COMMISSION

cc General Insurance Company of America
Hurley, Atkins & Stewart, Inc.
Richard V. Grimes
Jansen's Landscaping Company
Glenn Jackson
David Simpson
Hon. Clay Myers - Please acknowledge receipt of this claim on the attached copy of this letter.

RECEIVED
FEB 3 1967
OREGON
STATE HIGHWAY COMMISSION

BARCELONA AND
ROYAL WILDERT TREES

BROADLEAVED AND
CONIFEROUS EVERGREENS

H. L. PEARCY NURSERY CO.

WHOLESALE ONLY

Telephone Area Code 503 364-1916

ROUTE 2, BOX 97 . SALEM, OREGON

January 26, 1967

Floyd A. Query
Secretary of Commission
State Highwey Department
Salem, Oregon 97310

Dear Mr. Query:

We wish to file a lien against Contract #6635 (S. W. Broadway-Ross Island Bridge section job) and Contract #6759 (Winston Interchange, Douglas County), installed by Jansen's Landscaping, Route 1, Everson, Washington.

A copy of the past-due invoice is enclosed:

Invoice no. 4862 dated 11-15-66 due 12-15-66 $577.50

Material supplied was Arctostaphylos uva-ursi (State hybrid) which were used as replacements to the two above-mentioned jobs. Claim is being made for $550.62 (the unpaid portion of the above invoice amount including service charge to date). Service charges will continue to accrue at the rate of 1% per month, or $.1835, per day from today, January 26, until paid.

Please advise us for further instructions. Thank you.

Sincerely yours,

H. L. PEARCY NURSERY CO.

by Martha Jane Pearcy

RECEIVED
JAN 30 1967
OREGON
STATE HIGHWAY COMMISSION

FILE COPY

H. L. PEARCY NURSERY CO.

WHOLESALE ONLY

Telephone Area Code 503 364-1916

ROUTE 2, BOX 97 — SALEM, OREGON

№ 4862

Date 11-15-66

SHIPPED TO

Jansen's Landscaping
Route 1
Everson, Washington 98247

[illegible]
Portland

TERMS	WHEN TO SHIP	DATE SHIPPED	SHIPPED VIA
Net - 30	today	11-15-66	W. Beyer

NO. ORDERED	NO. SHIPPED	VARIETY	GRADE	PRICE	TOTAL
2500	2500	Arctostaphylos uva-ursi (hybrid)	6"+	.226	$562.50
		60 flats		.25	15.00
					$577.50

Thank you....

RECEIVED
JAN 3 0 1967
OREGON
STATE HIGHWAY COMMISSION

We exercise extreme care and caution to keep our stock true to name. On proper proof, we will replace all stock that may prove otherwise or refund the amount paid. However, we shall not be liable for any amount greater than the original purchase price. No claims will be considered unless made in writing within ten days from receipt of shipment.

Stock sold becomes property of purchaser when received by transportation agency and we will not be responsible for any damage enroute. We are willing [illegible]

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION		WEEK ENDING: Jan. 27, 1967
		SECTION PREFIX 110-0901: 610-1015 & 610-0701
HIGHWAY: Pacific		COUNTY: Douglas
NAME OF JOB: Fairgrounds Int.-Winston Int.	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Jansen's Landscaping Co.	CONTRACT NUMBER: 6759	FEDERAL AID PROJECT NUMBER: LSS 553(1) I-5-3(73)121 & OJI-5-3(1)
DATE OF CONTRACT: Feb. 3, 1966	DATE WORK STARTED: Feb. 16, 1966	ESTIMATED COMPLETION DATE: Shrubs -11/22/66 Lawn - Indeterminate
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 150	CALENDAR DAYS USED 86
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 57
PROJECT AUTHORIZATION: $ 136,361.81	ENGINEERING AUTHORIZATION $ 9,996.84	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 96
EXCLUSIVE OF ENGINEERING: $ 126,664.97		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 126,664.97	ENGINEERING COST TO DATE $ 7,110.00	DATE PROJECT WAS COMPLETED: Estab. Period began 5-27-66. Semi-final will be submitted Jan. 30, 1967.
ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . 73 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL EST'MATED QUANTITIES (CONTRACT)			6,210 cy				
TOTAL QUANTITIES CORRECTED TO DATE			6,100 cy				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			6,100 cy				
AVERAGE DAILY QUANTITIES			0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy & Windy			Routing
TUESDAY	Cloudy & Cold			
WEDNESDAY	Cloudy & Rain			Barbee
THURSDAY	Cloudy & Rain			
FRIDAY	Cloudy & Rain			
SATURDAY				

RECEIVED

DEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Working on Semi-final all week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final ready to be submitted. Lawn area will need contractor's attention during 1967.

SIGNED K. E. Gantz LOCATION Box 1128, Roseburg.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
DEC 1 - 1966

I-5-5(73)121
6759

December 1, 1966

Mr. William D. Miller
Attorney at Law
4924 River Road, North
Salem, Oregon 97303

Dear Mr. Miller:

This is in reply to your letter of November 29 stating that Jansen's Landscaping Company owes your client, John J. Beggs, for fertilizer in the amount of $1,758 plus interest.

We are unable to determine which project this claim pertains to as Jansen's Landscaping Company has two contracts with this department as follows:

Contract No. 6635 - roadside improvement
S.W. Broadway-Ross Island Bridge Section
Stadium Freeway and Pacific Highway
Multnomah County
Surety - General Insurance Company
Agent - Richard V. Grimes
Completed June 30, 1966

Contract No. 6759 - roadside improvement
Fairgrounds Interchange-Winston Interchange Section
Pacific Highway -- Douglas County
Surety - General Insurance Company.
Agent - Hurley, Atkins & Stewart, Inc.
Contract not completed

The General Insurance Company furnished the performance bonds on these contracts which are given to assure completion of the contracts and payment of all bills incurred in them.

If your client wishes to protect his claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. A claim, however, may be filed at any time.

For your ready reference, we are attaching excerpts from the Oregon laws outlining the filing procedure.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment

CWH:flm

OFFICE PHONE 364-8622

RESIDENCE PHONE 585-6470

WM. D. MILLER
ATTORNEY AT LAW
KEIZER PLAZA
4924 RIVER RD. N
SALEM, OREGON 97303

November 29, 1966

State Highway Department
State Highway Building
Salem, Oregon

Re: John J. Beggs - DBA Salem Compost

Gentlemen:

Please be advised that the above named client furnished one of your contractors, to:wit Jansen Landscaping, Rt. 1, Everson, Washington fertilizer under one of your State Highway contracts, the unpaid amount of which is $1,758.00 together with interest thereon at the rate of 10% from May 16, 1966. Would you kindly advise me at your earliest convenience as to what disposition can be made of this claim as we feel that this is substantially overdue.

Yours truly,

Wm D Miller (by)

Wm. D. Miller

WDM/bep

NOTED
FLOYD QUERY

RECEIVED
NOV 30 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 22 1966
FOR FILING
I-5 (7-3) 1.1
67½ 1

August 17, 1966

#6759

C. V. Carlson, Contractor
P. O. Box 236
Kent, Washington 98031

Re: Roseburg, Oregon
Freeway Landscaping

Gentlemen:

Please be advised that we are prepared to pay you the balance of the fill material placed on this contract, based on State of Oregon payment to us, as soon as we have been assured that Buswell Bros. have been paid for their material.

We will be happy to pay Buswell Bros. and deduct the amount from your balance if you authorize us to do so.

Very truly yours,

JANSEN'S LANDSCAPING CO.

Albert Jansen, President

cc: Mr. Floyd Query, State Highway Dept.
Hurley, Atkins & Stewart
Buswell Bros.

NOTED
FLOYD QUERY

RECEIVED
AUG 18 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
AUG 15 1966
FOR FILING

R. V. CARLSON, CONTRACTING
P.O. Box 236
Kent, Washington 98031

August 12, 1966

Jansen's Landscaping Company
Route 1
Everson, Washington 98247

Gentlemen:

This is in regard to the unpaid balance on our statements of April and May, 1966, for the embankment material hauled on the Fairgrounds Interchange-Winston Interchange Section of the Pacific Highway in Douglas County, Oregon.

We have received notice from Buswell Bros., P.O. Box 527, Winston, Oregon, who are the people who furnished the embankment material from their pit on the Speedway Road, that unless they receive immediate payment for the balance of the royalty on the total yardage that was removed from their pit, they are going to file a claim against your bonding company and also against us.

They were supplied with copies of yardage tickets, signed by your superintendent, Mr. Ed Boyce, for each days hauling, showing the exact number of yards furnished. They have been paid the royalty on 4500 yards, the exact amount that we have been paid for. The Buswell Bros. see no reason why they should settle for payment on lesser yardage than what the daily tickets show, nor do we. It is obvious that if we do not get paid for the total yards delivered on this embankment material, we cannot pay the royalty payment in full.

As yet we have not received notice that the other trucker involved is planning to file a claim for payment, however, have no doubts but that he will do so if payment to him is not made soon on the balance that he has coming.

We have contacted our attorney on this matter and he has advised us to notify you that if we do not receive immediate payment of this past due account, he will begin legal proceedings to collect said payment, so that all obligations can be met concerning this embankment material.

Yours truly,

R. V. Carlson

Glenn D. Carlson

rvc
cc Mr. Floyd Query, State Highway Depart.
Hurley, Atkins & Stewart, Inc.
Buswell Bros.
George Weigum

RECEIVED
STATE HIGHWAY ENGINEER

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
JUL 21 1966
FOR FILING
I-5-3(73)121
6759

July 21, 1966

R. V. Carlsen Contracting
P. O. Box 236
Kent, Washington 98031

Gentlemen:

Thank you for your letter of July 1[illegible] informing us that you have received satisfactory payment from Jansen's Landscaping Company for your equipment rental claim.

You state this was in reference to the Jansen's Landscaping Company Contract No. 6759 for roadside improvement on the Fairgrounds Interchange-Winston Interchange Section of the Pacific Highway in Douglas County. Our records indicate that the claim for equipment rental was in the amount of $561.98.

You also mentioned that you have not received payment for your embankment material claim in the amount of $2,904.25. Our records show that this claim was filed with the Secretary of State on June 9, 1966, and was assigned his File No. 4177a. This filing with the Secretary of State will assure full protection under the performance bond.

A copy of your letter is being sent to the surety so they will have up-to-date information of the status of your claim.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Jansen's Landscaping Co.
General Insurance Co. of America
Harley, Atkins & Stewart, Inc.

Glenn Jackson
David B. Simpson

noted on card
Avery

CWH:fkn

R. V. CARLSON, CONTRACTING
P. O. Box 236
Kent, Wash. 98031

July 18, 1966

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Mr. Query:

This is to advise you that we have received satisfactory payment from Jansen Landscaping Company for our claim for equipment rental. This is in connection with the Jansen Landscaping Company Contract No. 6759 for roadside improvement on the Fairgrounds Interchange-Winston Interchange Section of the Pacific Highway in DouglasCounty.

However, we still have not received payment for the embankment material we delivered on this project. My letter to you of June 2, describes our claim for this embankment material.

On or about June 23, 1966, we talked by telephone with Mr. Jansen. At that time he stated that his company had not received final payment from the Highway Department for the embankment material on this contract, however, the resident engineer's office in Roseburg advised us that they were quite certain that Jansen Landscaping Company had been paid for the embankment material.

Could you advise us of the next steps we should take in an attempt to collect this overdue payment for this claim? It will soon be four months since the completion of the hauling of this material and it does seem there should be something we can do to hurry payment along. I'm sure you can understand the hardship such a delay in payment makes to a small contractor, and any suggestions you may have as to what further action we can take would be welcomed. As yet we have heard nothing from the surety company on this project.

Yours very truly,

R. V. CARLSON, CONTRACTING

R. V. Carlson

R. V. Carlson

Glenn D. Carlson

Glenn D. Carlson

RECEIVED
JUL 20 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 1 1966
FOR FILING

COMMISSION MEMBERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6759

L.S. 3(73) 121

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 28, 1966

Mr. R. V. Carlson
300 Speedway Road
Roseburg, Oregon

Dear Mr. Carlson:

This is to acknowledge receipt of your claim letter of June 20 and attached statement showing that Jansen's Landscaping Company owes you for equipment rental in the amount of $561.96.

This appears to be in connection with the Jansen's Landscaping Company Contract No. 6759 for roadside improvement on the Fairgrounds Interchange-Winston Interchange Section of the Pacific Highway in Douglas County.

The surety on this project is the General Insurance Company of America through Hurley, Atkins & Stewart, Inc., 220 West Harrison Street, Seattle, Washington 98119. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please let us know when your claim has been paid so that we can clear our records.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland, Oregon

Hurley, Atkins & Stewart, Inc.
220 W. Harrison Street
Seattle, Washington 98119

2 Commissioners

Jansen's Landscaping Co.
Route 1,
Everson, Washington

Hon. Tom McCall
(P.S. Please acknowledge receipt of this letter on the enclosed copy.)

Claim File 4158

FILED
JUN 29 1966
TOM McCALL
SECRETARY OF STATE

NOTED ON CARD
Jan

RECEIVED
JUN 30 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 28 1966
TOM McCALL
SECRETARY OF STATE

R. V. CARLSON, CONTRACTING
300 Speedway Road
Roseburg, Oregon

June 20, 1966

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Query:

In our letter to you of June 2, 1966, concerning payment of our statements to Jansen's Landscaping Company covering embankment material for their State Highway Project Contract No. 6759, for roadside improvement on the Fairgrounds Interchange-Winston Interchange Section of the Pacific Highway in Douglas County, I mentioned that I was also enclosing statement copies of our billing to Jansen's Landscaping Company for the rental of a wheel tractor.

At the time of that letter I stated that the statements for this rental were enclosed only to show the entire picture of statements presented to the principal contractor, as I felt that payment would be made on the rental promptly.

As yet we have not received payment for the embankment material nor for the above-mentioned rental. We, therefore, at this time wish to substantiate a claim for payment of this rental and I am enclosing an additional copy of the statement covering the rental in the amount of $561.98.

Again, any help that can be given to expedite payment from Jansen's Landscaping Company on these items will be appreciated.

Yours very truly,

R. V. CARLSON, CONTRACTING

R. V. Carlson

Glenn D. Carlson

GDC:rc
enc
cc: General Insurance Company of America
Hurley, Atkins & Stewart, Inc.
220 West Harrison Street
Seattle, Washington 98119

STATEMENT

May 23, 1966

COPY

Jansen's Landscaping Company

Everson, Washington

DETACH AND MAIL WITH YOUR CHECK. YOUR CANCELLED CHECK IS YOUR RECEIPT.

Federal-aid Interstate Highway Project Nos. 1-5-3(73)121, and LSS 553(1) and CJI-5-3(1).

850 Fordson Wheel Tractor Rental for period ending May 19, 1966.

Six (6) weeks @ $75.00 per week		$450.00
4-5-66	Move cat 1 hr.	10.00
4-13-66	Move cat 1 hr.	10.00
4-14-66	Move cat - 3 moves @ 15.00	45.00
4-23-66	Pull cat out of ditch	15.00
	Tractor tire repair	9.00
	Steering gear parts (850 Ford)	22.98
		$561.98

CORRECTED STATEMENT

PAID BY CHECK NO.

8X 884 Rediform

RECEIVED
JUN 22 1966

Jansen's LANDSCAPING CO.

Telephone EX 8-1771

Route 1
EVERSON, WASHINGTON

I-5-3(73)121
6759

June 13, 1966

Floyd Query, Secretary
Oregon State Highway Department
Salem, Oregon

Re: Contract #6759
Roseburg, Oregon -
R.V. Carlson Contracting
Company Claim

Gentlemen:

Regarding the claim of R.V. Carlson for embankment hauled on this contract, we have paid Mr. Carlson for this material at the agreed price as per our subcontractor agreement at 1.30 per cubic yard, based on our payment from the State.

Our superintendent, Mr. Boice, made it very clear to Mr. Carlson that payment would be based on State cross section measurement. Mr. Boice noted that the trucks were being loaded light but did not object due to the methods of payment.

At this date we have paid Mr. Carlson for all quantities paid to us by the State. Mr. Jerry Munn, the Inspector on this job was with Mr. Boice when these negotations were taking place and may be able to confirm our position regarding this matter.

Very truly yours,

JANSEN'S LANDSCAPING CO.

Albert Jansen

Albert Jansen, President

cc: Hurley, Atkins & Stewart

RECEIVED
JUN 15 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 13 1966
FOR FILING

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

7-3(7) 121
6759

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 8, 1966

R. V. Carlson, Contracting
300 Speedway/Road
Roseburg, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of June 2 and attached statements stating that Jansen's Landscaping Company owes you $2,904.25 for embankment material.

From the description given this appears to be in reference to the Jansen's Landscaping Company Contract No. [illegible] for roadside improvement on the Fairgrounds Interchange- inston Interchange Section of the Pacific Highway in Douglas County.

The surety on this project is the General Insurance Company of America through Hurley, Atkins & Stewart, Inc., 220 West Harrison Street, Seattle, Washington 98119. We will notify them of the receipt of your claim letter and we will also forward your letter to the Secretary of State for filing.

When your claim has been paid please let us know so that we can clear our records.

Claim File No. 4177a

FILED
JUN 9 1966
COMPTROLLER

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf
cc: General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Jansen's Landscaping Company
Route 1
Everson, Washington

The Hon. Tom McCall ✓
(P. S. Please acknowledge receipt of this letter on the enclosed copy.)

Hurley, Atkins & Stewart, Inc.
220 West Harrison Street
Seattle, Washington 98119

Mr. Jackson
Mr. Simpson

NOTED ON CARD
Jan

RECEIVED
JUN 9 1966
COMPTROLLER
STATE

R. V. CARLSON, CONTRACTING
300 Speedway Road
Roseburg, Oregon

June 2, 1966

Mr. Floyd Query, Secretary
State Highway Department
State Highway Building
Salem, Oregon

Re: Fairgrounds Interchange-Winston Interchange, Interstate Highway Project Nos. 1-5-3(73)121, and LSS 553(1) and CJI-5-3(1).
Jansen's Landscaping Company
Contract No. 6759

Dear Mr. Query:

We entered into an agreement, dated February 14, 1966, with Jansen's Landscaping Company, the principal contractor on the above-mentioned projects. Our sub-contract called for the delivery of embankment material, dumped on job, at the unit price of $1.30 per yard.

We bid the embankment material on a truck-measure basis and interpreted the sub-contract reading of "dumped on job" as truck measure. Mr. Ed Boyce, superintendent for Jansen's Landscaping Company, also advised us to be certain the trucks would measure the full ten-yard and six-yard capacity each, and also requested and was supplied with daily tickets, which he signed, showing the yardage delivered on each day of hauling.

The major portion of the haul ran from March 9, 1966, through and including March 31, 1966. One additional day of hauling was required on April 8, 1966, to complete the main job. On March 31, 1966, we were informed that Jansen's Landscaping Company intended to pay the embankment material on a cross-section measure basis. This is contrary to our understanding of the sub-contract and to all verbal discussion of the project prior to this March 31st date.

On April 20, 1966, we supplied the principal contractor with additional yardage. It was understood by all concerned at that time that the additional yardage would be paid on a cross-section measure, therefore, the price quoted for the additional yardage was at the higher rate of $1.65 per yard, to allow for the compaction of the material. The higher figure was readily agreed to and accepted by Mr. Boyce.

We wish to be fair with the principal contractor, but at the same time, feel that we have a valid claim for payment of this embankment material on a truck-measure basis; or would agree to take the cross-section measure at the rate of $1.65 per yard to compensate for the compaction.

Enclosed are copies of statements submitted to the principal contractor which show the yardage as follows:

April 2, 1966 Statement	6,260 yds. (Truck Measure)
May 2, 1966 Statement	586 yds. (Truck Measure)
May 23, 1966 Corrected Statement	224 yds. (Truck Measure)
	197 yds. (Embank. Measure)

This corrected statement voiding the statement dated May 2, 1966, was necessary, as due to the confusion on this matter, we inadvertently billed the contractor on a truck-measure basis for the material hauled on April 20, 1966, which was supposed to be billed on the cross-section measurement at the higher rate of $1.65 per yard. This is as per agreement with Mr. Boyce, as mentioned above.

The enclosed statements also include billing on rental of a wheel tractor. To our knowledge, there is no dispute on the payment of this rental and the statement for this is enclosed only to clarify the whole picture of statements.

Considering the above statements, the total payment for the shale embankment material should be: 6,260 yds. @ $1.30 per yard---$8,138.00, 224 yds. @ $1.30 per yard---$291.20, and 197 yards @ $1.65 per yard---$325.05; for a total of $8,754.25. Of this total on the embankment material, we received payment on or about May 10, 1966, for 4500 yards @ $1.30 per yard, in the amount of $5,850.00. This leaves a balance owing of $2,904.25.

As the enclosed statements show, the major portion of this embankment material was delivered in the month of March, 1966, and as considerable time elapsed in getting any payment at all, we wish to substantiate a claim for the balance of the payment. Any help that might be given to expedite payment of this balance would be greatly appreciated. If you desire any further information, please advise as soon as possible.

Yours very truly,

R. V. CARLSON, CONTRACTING

R. V. Carlson

Glenn D. Carlson

GDC:rc

encs

cc: General Insurance of America
Hurley, Atkins & Stewart, Inc., Agents
220 W. Harrison St.
Seattle, Washington 98119

RECEIVED
JUN 6 1966
OREGON
STATE HIGHWAY COMMISSION

STATEMENT

[illegible] CONTRACTING
[illegible] HIGHWAY ROAD
ROSEBURG, OREGON 97470

April 2, 1966

Jansen's Landscaping Company

Everson, Washington

DETACH AND MAIL WITH YOUR CHECK. YOUR CANCELLED CHECK IS YOUR RECEIPT.

Fairgrounds Interchange-Winston Interchange Section of the Pacific Highway about 0.8 mi. south of Roseburg. Federal-aid Interstate Highway Project Nos. 1-5-3(73)121, and LSS 553(1) and CJI-5-3(1). 4.01 mi roadside improvement. Your Oregon State Highway Contract No. 6759.

	Unit Price	
Embankment and material Dumped on job	$1.30 per. Yd.	

As per our agreement dated February 14, 1966.

March 9, 1966
25 - 6 Yd. loads - 150 Yds.
25 -10 Yd. loads - 250 Yds.
400 Yds. $ 520.00

March 10, 1966
25 - 6 Yd. loads - 150 Yds.
26 -10 Yd. loads - 260 Yds.
410 Yds. 533.00

PAID BY CHECK NO.

8K 884 Rediform

STATEMENT

R. V. [illegible], CONTRACTING
[illegible] VALLEY ROAD
ROSEBURG, OREGON 97470

April 2, 1966

Jansen's Landscaping Company

Page 2

DETACH AND MAIL WITH YOUR CHECK. YOUR CANCELLED CHECK IS YOUR RECEIPT.

March 11, 1966		
25 - 6 Yd. loads - 150 Yds.		
25 -10 Yd. loads - 250 Yds.		
	400 Yds.	$ 520.00
March 12, 1966		
28 - 6 Yd. loads - 168 Yds.		
27 -10 Yd. loads - 270 Yds.		
	438 Yds.	569.40
March 14, 1966		
35 - 6 Yd. loads - 210 Yds.		
36 -10 Yd. loads - 360 Yds.		
	570 Yds.	741.00
March 15, 1966		
32 - 6 Yd. loads - 192 Yds.		
32 -10 Yd. loads - 320 Yds.		
	512 Yds.	665.60
March 16, 1966		
20 - 6 Yd. loads - 120 Yds.		
20 -10 Yd. loads - 200 Yds.		
	320 Yds.	416.00
March 22, 1966		
30 - 6 Yd. loads - 180 Yds.		

PAID BY CHECK NO.

8K 884 Rediform

STATEMENT

R. V. CARLSON, CONTRACTING
300 SPEEDWAY ROAD
ROSEBURG, OREGON 97470

April 2, 1966

Jansen's Landscaping Company

Page 3

DETACH AND MAIL WITH YOUR CHECK. YOUR CANCELLED CHECK IS YOUR RECEIPT.

March 22, 1966 Cont.		
30 -10 Yd. loads -	300 Yds.	
	480 Yds.	$ 624.00
March 23, 1966		
26 - 6 Yd. loads -	156 Yds.	
26 -10 Yd. loads -	260 Yds.	
	416 Yds.	540.80
March 24, 1966		
30 - 6 Yd. loads -	180 Yds.	
29 -10 Yd. loads -	290 Yds	
	470 Yds.	611.00
March 25, 1966		
26 - 6 Yd. loads -	156 Yds.	
26 -10 Yd. loads -	260 Yds.	
	416 Yds.	540.80
March 28, 1966		
23 - 6 Yd. loads -	138 Yds.	
23 -10 Yd. loads -	230 Yds.	
	368 Yds.	478.40

PAID BY CHECK NO.

8K 884 Rediform

STATEMENT

R. V. CARLSON, CONTRACTING
300 SPEEDWAY ROAD
ROSEBURG, OREGON 97470

April 2, 1966

Jansen's Landscaping Company

Page 4

DETACH AND MAIL WITH YOUR CHECK. YOUR CANCELLED CHECK IS YOUR RECEIPT.

March 29, 1966		
30 - 6 Yd. loads -	180 Yds.	
30 -10 Yd. loads -	300 Yds.	
	480 Yds.	$ 624.00
March 30, 1966		
23 - 6 Yd. loads -	138 Yds.	
25 -10 Yd. loads -	250 Yds.	
	388 Yds.	504.40
March 31, 1966		
12 - 6 Yd. loads -	72 Yds.	
12- 10 Yd. loads -	120 Yds.	
	192 Yds.	249.60
TOTAL	6260 Yds.	$8138.00

PAID BY CHECK NO.

8K 884 Rediform

STATEMENT

May 2, 1966

Janson's Landscaping Company

Everson, Washington

DETACH AND MAIL WITH YOUR CHECK. YOUR CANCELLED CHECK IS YOUR RECEIPT.

Federal-aid Interstate Highway Project Nos. I-5-3(73)121, and I-5-3(73) 553(1) and C-II-5-3(1).

	850 Fordson Wheel Tractor Rental for period ending May 2, 1966.	
	Four (4) weeks @ $75.00 per week	$300.00
4-5-66	Move cat 1 hr.	10.00
4-13-66	Move cat 1 hr.	10.00
4-14-66	Move cat - 3 moves @ 15.00	45.00
4-23-66	Pull cat out of ditch	15.00
	Tractor tire repair	9.00
	Steering gear parts (850 Ford)	22.93
4-8-66	224 Cu. Yds. shale embank. mat. 1.30	291.20
4-20-66	3 2 Yds. shale embank. mat. 1.65	527.30
		$1,300.43
		$1,300.43

PAID BY CHECK NO.

8K 884 Redi[illegible]

R. V. CARLSON, CONTRACTING
300 Speedway Road
Roseburg, Oregon

May 23, 1966

Jansen's Landscaping Co.
Everson, Washington

The corrected statements attached will void our statement to you dated May 2, 1966, as per our discussion with Mr. Boyce.

The statement for tractor rental includes all rental up to and including the day Mr. Boyce returned the machine.

The statement for the embankment material is corrected to show the State measurement for the yardage on 4-20-66, at the rate of $1.65 per yd., as per agreement with Mr. Boyce

STATEMENT

May 23, 1966

Jansen's Landscaping Company

Everson, Washington

DETACH AND MAIL WITH YOUR CHECK. YOUR CANCELLED CHECK IS YOUR RECEIPT.

Federal-aid Interstate Highway Project Nos. 1-5-3(73)121, and LSS 553(1) and CJI-5-3(1).

4-8-66	224 Yds. shale embank. @1.30	$291.20
4-20-66	197 Yds. shale embank. @1.65	325.05
		$616.25

CORRECTED STATEMENT

PAID BY CHECK NO.

8K 884 Rediform

STATEMENT

May 23, 1966

Janson's Landscaping Company

Everson, Washington

DETACH AND MAIL WITH YOUR CHECK. YOUR CANCELLED CHECK IS YOUR RECEIPT.

Federal-aid Interstate Highway Project Nos. 1-5-3(73)121, and LSS 553(1) and CJI-5-3(1).

850 Fordson Wheel Tractor Rental for period ending May 19, 1966. Six (6) weeks @ $75.00 per week		$450.00
4-5-66	Move cat 1 hr.	10.00
4-13-66	Move cat 1 hr.	10.00
4-14-66	Move cat - 3 moves @ 15.00	45.00
4-23-66	Pull cat out of ditch	15.00
	Tractor tire repair	9.00
	Steering gear parts (850 Ford)	22.98
		$561.98

CORRECTED STATEMENT

PAID BY CHECK NO.

8K 884 Rediform

I-5-3(73)121

STATE COPY

Form A-108—8M

OREGON STATE HIGHWAY DEPARTMENT

STATE FORCES NOT INVOLVED

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Apr 3 1966 M B Martin
Div. Engineer
U.S. Bureau of Public Roads

Order No. 2

Project Name Fairgrounds Int.-Winston Int. Date 4-4, 1966

Highway Pacific Contract No. 6759 F. A. Project No. *
610-1015

County Douglas Prefix 110-0901 Account No. 279-02

Description of Work To Be Done: Pay for water supplied at Fairgrounds Interchange by Oregon Water & at the Shady Interchange by Roberts Creek Water District during the life of this contract.

* I-5-3(73)121
LSS-553(1)

Location by Station Numbers:

Fairgrounds Interchange——— 2613+40
Shady Interchange——— 2745+25

Estimate of Quantities and Costs:

Oregon Water Meter at Fairgrounds Interchange	$ 400.00
Roberts Creek Water District Meter at Shady Inter.	300.00
Total	$ 700.00

Explanation: General Specification indicate that the State is to pay for all of the water use on the subject project. Request for an allowance for water was submitted prior to the letting but was omitted from the authorization.

RECEIVED
APR 4 1966
E. B. KLABOE

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned for state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 136,361.81	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $ 700.00 for work under this order	$ 136,361.81	
Expected under-run / over-run (amount)	$ 0.00	
Expected under-run / over-run (per cent)	0.0%	

Submitted by: /s/ K. D. Limbocker, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer / Assistant State Highway Engineer / Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Young 4-27-66

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
2-117	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 4 6757		COUNTY Douglas
		PROJECT NO. LSS-553(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Shady Interchange Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-5-66	0.00
*OTHER *(Specify)*		

FUNDS — Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 17,461.	$ 17,461.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By XX A. W. Parsons
(Division Engineer)

By _____
L. R. Backlund, Administrative Manager

Date executed by Division Engineer FEB 21 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal-Aid
Project No. I-SS-553(1)

SHADY INTERCHANGE SECTION OF THE

OAKLAND-SHADY HIGHWAY IN DOUGLAS COUNTY

(Project agreement estimate.)

Salem, Oregon, February 14, 1966

Type Code Y005
Roadside Improvement (Sta. 1385+85 to Sta. 1393+00) (Contract No. 6759)

Embankment in Place	1,910 cu.yds.	$ 3.00	$ 5,730.00
Trench Excavation	20 cu.yds.	4.00	80.00
Furnishing and Placing Topsoil	510 cu.yds.	3.50	1,785.00
Motor Grader	20 hours	20.00	400.00
Tractor and Dozer	16 hours	20.00	320.00
3/4" - 0 Material	20 cu.yds.	6.00	120.00
18-inch Culvert Pipe	160 lin.ft.	6.00	960.00
Concrete Manholes	1 only	500.00	500.00
Concrete Inlets, Type G-2M	2 only	200.00	400.00
Lawn Construction	1 acre	800.00	800.00
Furnishing and Planting Trees	8 only	10.00	80.00
Furnishing and Planting Shrubs	110 only	3.00	330.00
Grass Seed Mixture (Lawn)	175 lb.	0.40	70.00
Inorganic Fertilizer, 10-16-8	9 cwt.	5.00	45.00
Manure Fertilizer	2.5 cu.yds.	6.00	15.00
Mulch	3.5 units	20.00	70.00
1/2-inch Water Pipe	55 lin.ft.	0.60	33.00
3/4-inch Water Pipe	100 lin.ft.	0.60	60.00
1-inch Water Pipe	800 lin.ft.	0.70	560.00
1-1/4 inch Water Pipe	550 lin.ft.	0.75	412.50
1-1/2 inch Water Pipe	210 lin.ft.	0.85	178.50
2-inch Water Pipe	330 lin.ft.	1.00	330.00
2-1/2 inch Water Pipe	330 lin.ft.	1.00	330.00
1 2-inch Steel Water Pipe	60 lin.ft.	0.75	45.00
3/4-inch Steel Water Pipe	50 lin.ft.	1.00	50.00
2-inch Water Pipe	70 lin.ft.	2.00	140.00
1½-inch Manual Section Valves	7 only	25.00	175.00
2-inch Manual Section Valves	1 only	35.00	35.00
1/2-inch Manual Drain Valves	8 only	4.00	32.00
Pop-up Rotary Sprinkler Heads	42 only	40.00	1,680.00
Shrubbery Sprinkler Heads	24 only	2.00	48.00
			$15,314.00
Flagging (57½ of Contractor's Cost)	All Required		$ 10.00
Water Meters	All Required		50.00
			$ 60.00
	Subtotal		$15,374.00
	10% Engr. & Cont.		1,587.00
	Total		$17,461.00

Length of Project - - - - - - - - - - - - - - - 0.00 mile

Federal Funds - $17,461.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project LSS-553(1)

SHADY INTERCHANGE SECTION OF THE

OAKLAND SHADY HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 23, 1965

Type Code Y005
Roadside Improvement (Sta. 1385+85 to Sta. 1393+00)

Embankment in Place	1,910 cu.yds.	$ 1.75	$ 3,342.50
Trench Excavation	20 cu.yds.	3.50	70.00
Furnishing and Placing Topsoil	510 cu.yds.	3.50	1,785.00
Motor Grader	20 hour	17.50	350.00
Tractor and Dozer	16 hour	16.00	256.00
3/4" - 0 Material	20 cu.yds.	5.00	100.00
18-inch Culvert Pipe	160 lin.ft.	5.00	800.00
Concrete Manholes	1 only	300.00	300.00
Concrete Inlets, Type G-2M	2 only	175.00	350.00
Lawn Construction	1 acre	1,400.00	1,400.00
Furnishing and Planting Trees	8 only	10.00	80.00
Furnishing and Planting Shrubs	110 only	3.50	385.00
Grass Seed Mixture (Lawn)	175 lb.	0.80	140.00
Inorganic Fertilizer 10-16-8	9 cwt.	7.00	63.00
Manure Fertilizer	2.5 cu.yd.	6.00	15.00
Mulch	3.5 unit	18.00	63.00
1/2-inch Water Pipe	55 lin.ft.	0.50	27.50
3/4-inch Water Pipe	100 lin.ft.	0.52	52.00
1-inch Water Pipe	800 lin.ft.	0.55	440.00
1¼-inch Water Pipe	550 lin.ft.	0.60	330.00
1½-inch Water Pipe	210 lin.ft.	0.72	151.20
2-inch Water Pipe	330 lin.ft.	1.00	330.00
2½-inch Water Pipe	330 lin.ft.	1.25	412.50
1/2-inch Steel Water Pipe	60 lin.ft.	0.32	19.20
3/4-inch Steel Water Pipe	50 lin.ft.	0.48	24.00
2½-inch Steel Water Pipe	70 lin.ft.	3.20	224.00
1½-inch Manual Section Valves	7 only	20.00	140.00
2-inch Manual Section Valves	1 only	27.00	27.00
1/2-inch Manual Drain Valves	8 only	8.00	64.00
Pop-up Rotary Sprinkler Head	42 only	30.00	1,260.00
Shrubbery Sprinkler Heads	24 only	1.50	36.00
			$13,036.90
Flagging (57½% of contractor cost)	All Req.		10.00
Water Meters	All Req.		50.00
			60.00
Subtotal			$13,096.90
10% Engr. & Cont.			1,396.10
Total			$14,493.00

Length of Project - 0.00 mile
Federal Funds - - - $14,493.00

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
2-124		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
4 6759	2-21-66	Douglas
		PROJECT NO. I-5-3(73)121

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Fairgrounds Interchange-Winston Interchange Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-5-66	0.00
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS (Fed Note 92.25)
$ 110,144.00	$ 101,600.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klabo

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer FEB 21 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8906-P64

Oregon State Highway Department

Federal Aid
Project No. I-5-3(73)121

FAIRGROUNDS INTERCHANGE-WINSTON INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Project Agreement Estimate.)

Salem, Oregon, February 15, 1966

Type Code Y005
Roadside Improvement (Sta. 2608+00 to Sta. 2820+00)(Contract No. 6759)

Embankment in Place	4,300 cu.yd.	$ 3.00	$ 12,900.00
Trench Excavation	250 cu.yd.	4.00	1,000.00
Furnishing and Placing Topsoil	5,870 cu.yd.	3.50	20,545.00
Tractor and Dozer	8 hr.	20.00	160.00
Front End Loader	24 hr.	20.00	480.00
Dump Truck	24 hr.	15.00	360.00
3/4"-0 Material	50 cu.yd.	6.00	300.00
1"-0 Material	30 cu.yd.	6.00	180.00
Polyetnlene	430 sq.yd.	0.50	215.00
12" Culvert Pipe	280 lin.ft.	5.00	1,400.00
18" Culvert Pipe	360 lin.ft.	6.00	2,160.00
30" Culvert Pipe	320 lin.ft.	10.00	3,200.00
36" Metal Light Standard Walls	8 only	30.00	240.00
2" Electric Conduit	84 lin.ft.	2.00	168.00
2½" Electric Conduit	36 lin.ft.	3.00	108.00
Concrete Manholes	3 only	500.00	1,500.00
Concrete Inlets, Type C-2M	2 only	200.00	400.00
Adjusting Inlets	8 only	100.00	800.00
Roadside Seeding and Mulching	5 acre	400.00	2,000.00
Lawn Construction	1.8 acre	800.00	1,440.00
Furnishing and Planting Trees	172 only	10.00	1,720.00
Furnishing and Planting Shrubs	5,090 only	3.00	15,270.00
Furnishing and Planting Vines	20,400 only	0.30	6,120.00
Grass Seed Mixture (Lawn)	315 lb.	0.40	126.00
Grass Seed Mixture (Roadside)	150 lb.	0.30	45.00
Inorganic Fertilizer 10-16-3	67 cwt.	5.00	335.00
Organic Fertilizer 5-3-1	50 cwt.	10.00	500.00
Manure Fertilizer	102.5 cu.yd.	6.00	615.00
Mulch	211.5 unit	20.00	4,230.00
½" Water Pipe	495 lin.ft.	0.60	297.00
3/4" Water Pipe	610 lin.ft.	0.60	366.00
1" Water Pipe	3,250 lin.ft.	0.70	2,275.00
1½" Water Pipe	3,150 lin.ft.	0.75	2,362.50
1½" Water Pipe	1,680 lin.ft.	0.85	1,428.00
2" Water Pipe	1,490 lin.ft.	1.00	1,490.00
2½" Water Pipe	970 lin.ft.	1.00	970.00
3" Water Pipe	940 lin.ft.	1.50	1,410.00
¼" Steel Water Pipe	440 lin.ft.	0.75	330.00
3/4" Steel Water Pipe	230 lin.ft.	1.00	230.00
2" Steel Water Pipe	150 lin.ft.	2.00	300.00
2½" Steel Water Pipe	100 lin.ft.	2.00	200.00
3" Steel Water Pipe	44 lin.ft.	3.00	132.00
2" Gate Valves	1 only	50.00	50.00

2½" Gate Valves	1 only	$ 75.00	$ 75.00
1½" Manual Section Valves	3 only	25.00	75.00
1½" Automatic Section Valves	11 only	60.00	660.00
1½" Automatic Section Valves	10 only	80.00	800.00
2" Automatic Section Valves	1 only	100.00	100.00
3/4" Quick-Coupling Hose Valves	110 only	10.00	1,100.00
½" Manual Drain Valves	52 only	4.00	208.00
2" Vacume Breaker Valves	2 only	300.00	600.00
Pop-up Rotary Sprinkler Heads	108 only	40.00	4,320.00
Shrubbery Sprinkler Heads	166 only	2.00	332.00
Bubbler Heads	12 only	2.00	24.00
22-Section Automatic Controllers	1 only	1,200.00	1,200.00
			$99,851.50
Flagging (57½% Contractors Cost)	All Required		$ 80.00
Water Meters	All Required		200.00
			$ 280.00
	Subtotal		$100,131.50
	10% Engr. & Cont.		10,012.50
	Total		$110,144.00

Project Length - - - - - - - - 0.00 mile

Federal Funds - - - - - - - -

FAIRGROUNDS INT.-WINSTON INT. SECTION

STATE WORK

Portable Sprinklers	22 only	$ 20.00	$ 440.00

Federal-Aid
Project No. I-5-3(73)121

Oregon State Highway Department

FAIRGROUNDS INTERCHANGE-WINSTON INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 23, 1965

Type Code Y005
Roadside Improvement (Sta. 2608+00 to Sta. 2820+00)

Embankment in Place	4,300 cu.yd.	$ 1.75	$ 7,525.00
Trench Excavation	250 cu.yd.	3.50	875.00
Furnishing and Placing Topsoil	5,870 cu.yd.	3.50	20,545.00
Tractor and Dozer	8 hour	16.00	128.00
Front End Loader	24 hour	16.00	384.00
Dump Truck	24 hour	11.00	264.00
3/4" - 0 Material	50 cu.yd.	5.00	250.00
1" - 0 Material	30 cu.yd.	6.00	180.00
Polyethylene	430 sq.yd.	0.25	107.50
12-inch Culvert Pipe	280 lin.ft.	3.75	1,050.00
18-inch Culvert Pipe	360 lin.ft.	5.00	1,800.00
30-inch Culvert Pipe	320 lin.ft.	11.00	3,520.00
36-inch Metal Light Standard Wells	8 only	15.00	120.00
2-inch Electric Conduit	84 lin.ft.	3.40	285.60
4-inch Electric Conduit	36 lin.ft.	3.80	136.80
Concrete Manholes	3 only	300.00	900.00
Concrete Inlets, Type C-24	2 only	175.00	350.00
Adjusting Inlets	8 only	50.00	400.00
Roadside Seeding and Mulching	5 acre	400.00	2,000.00
Lawn Construction	1.8 acre	1,400.00	2,520.00
Furnishing and Planting Trees	172 only	10.00	1,720.00
Furnishing and Planting Shrubs	5,090 only	3.50	17,815.00
Furnishing and Planting Vines	20,400 only	0.35	7,140.00
Grass Seed Mixture (Lawn)	315 lb.	0.80	252.00
Grass Seed Mixture (Roadside)	150 lb.	0.80	120.00
Inorganic Fertilizer, 10-10-8	67 cwt.	7.00	469.00
Organic Fertilizer, 5-3-2	50 cwt.	8.00	400.00
Manure Fertilizer	102.5 cu.yd.	6.00	615.00
Mulch	211.5 unit	18.00	3,807.00
1/2-inch Water Pipe	495 lin.ft.	0.50	247.50
3/4-inch Water Pipe	610 lin.ft.	0.52	317.20
1-inch Water Pipe	3,250 lin.ft.	0.55	1,787.50
1½-inch Water Pipe	3,150 lin.ft.	0.60	1,890.00
1½-inch Water Pipe	1,680 lin.ft.	0.72	1,209.60
2-inch Water Pipe	1,490 lin.ft.	1.00	1,490.00
2½-inch Water Pipe	970 lin.ft.	1.25	1,212.50
3-inch Water Pipe	940 lin.ft.	1.50	1,410.00
1/2-inch Steel Water Pipe	440 lin.ft.	0.32	140.80
3/4-inch Steel Water Pipe	230 lin.ft.	0.48	110.40
2-inch Steel Water Pipe	150 lin.ft.	2.60	390.00

4-inch Steel Water Pipe	100 lin.ft.	$ 3.20	$ 320.00
3-inch Steel Water Pipe	44 lin.ft.	3.60	158.40
2-inch Gate Valves	1 only	30.00	30.00
2½-inch Gate Valves	1 only	35.00	35.00
1½-inch Manual Section Valves	3 only	20.00	60.00
1½-inch Automatic Section Valves	11 only	38.00	418.00
1½-inch Automatic Section Valves	10 only	40.00	400.00
2-inch Automatic Section Valves	1 only	42.00	42.00
3/4-inch Quick-Coupling Hose Valves	110 only	6.00	660.00
1/2-inch Manual Drain Valves	52 only	8.00	416.00
2-inch Vacuum Breaker Valves	2 only	200.00	400.00
Pop-up Rotary Sprinkler Heads	108 only	30.00	3,240.00
Shrubbery Sprinkler Heads	166 only	1.50	249.00
Bubbler Heads	12 only	1.50	18.00
22-Section Automatic Controllers	1 only	700.00	700.00
			$ 93,030.80
Flagging (57½ of Contractor's Cost)	All Required		$ 80.00
Water Meters	All Required		200.00
			$ 280.00
	Subtotal		$ 93,310.80
	10% Engr. & Cont.		9,330.20
	Total		$102,641.00

Project Length - - - 0.00 Miles

Federal Funds -	$ 94,500.00
State Funds -	8,141.00
Total -	$102,641.00

FAIRGROUNDS INTER.-WINSTON INTER. SECTION

STATE WORK

Portable Sprinklers	22 only	$12.00	$264.00

RECEIVED
MAR 2 - 1966

FOR FILE

Form A-101—Rev

I-5-3(73)121

6759

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
FEB 16 1966
The State Engineer
U.S. Bureau of Public Roads

Order No. 1

Project Name Fairgrounds Inter.-Winston Inter. Date Feb. 14, 1966, 19

Highway Pacific Contract No. 6759 610-0701 F. A. Project No. I-5-3(73)121 CJI-5-3(1) LSS-553(1)

County Douglas Prefix 610-1015 ~~110-0901~~ Account No. 285-01

Description of Work To Be Done:

To install water meters in the Fairgrounds Interchange (Oregon Water Corporation) and in the Shady Interchange (Roberts Creek Water District))

Location by Station Numbers:

Fairgrounds Road Interchange and Shady Interchange

Estimate of Quantities and Costs:

Install Water Meters	$275.00
Net Cost to the Project	$275.00

Explanation:

Utility companies involved to install the required meters. This cost was set up as an anticipated item. Under this contract work has not started to date.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 136,361.81	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $ 275.00 for work under this order	$ 136,361.81	
Expected under-run / over-run (amount)	$ 0	
Expected under-run / over-run (per cent)	0	

Submitted by: /s/ K. D. Limbocker, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy [illegible] Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

RECEIVED
FEB 17 1966

I-5-3(73)121

FORM CO-121 (9-22-59)
(FED. REG. 20A-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 11, 1966
08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Projects I-5-3(73)121, LSS-553(1) and CJI-5-3(1)
Fairgrounds Interchange - Winston Interchange Section
Roadside Improvement

As requested in Mr. Young's letter of February 8, 1966, advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of February 3, 1966 in the award of contract no. 6759 to Jansen's Landscaping Co., of Everson, Washington, low bidder in the amount of $125,835.50 at the January 27, 1966 bid opening.

NOTED
F. S. YOUNG
Young
2-17-66

RECEIVED
FEB 17 1966
OREGON

RECEIVED
FEB 10 1966
FOR FILING

I-5-3(73) 121

6-759

STATE OF OREGON
DEPARTMENT OF COMMERCE
CORPORATION DIVISION
301 LABOR AND INDUSTRIES BUILDING
SALEM, OREGON 97310

February 9, 1966

COPY

Janson's Landscaping Company
Route 1
Everson, Washington

Gentlemen:

At the request of Mr. Floyd Query, of the Oregon State Highway Department, we are enclosing forms for an Application for Certificate of Authority for a foreign corporation to do business within the State of Oregon. These forms must be accompanied by a Certificate of Good Standing, a $50.00 filing fee and the $200 annual license fee, making a total of $250.00.

We wish to advise you that ORS 57.994 provides: "Any person or agent who conducts and carries on business within the limits of this state for on in the name of any foreign corporation not duly licensed or qualified to transact business within this state shall, upon conviction, be punished by a fine not exceeding $200 or by imprisonment in the county jail for a term not exceeding three months, or both."

We assume that you will wish to promptly qualify in order to comply with your contract with the Oregon State Highway Department.

Very truly yours,

Frank J. Healy
CORPORATION COMMISSIONER

Al J. Laue
ASSISTANT COMMISSIONER

AJL:iew

Enc.

bl cc: Mr. Floyd Query
Oregon State Highway Dept.
Highway Building
Salem, Oregon

NOTED
FLOYD QUERY

RECEIVED
FEB 10 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 9 - 1966
FOR FILING

I-5-3(73)121
6759

February 8, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of January 28, 1966 is requested in the award of contract for the Fairgrounds Interchange-Winston Interchange Section, Project Nos. I-5-3(73)121, LSS-553-(1) and CJI-5-3(1).

The contractor receiving the award is Jansen's Landscaping Co. of Everson, Washington, in the amount of $120,835.50 with the Contract No. 6759 assigned. This bid was received on January 27, 1966 and awarded February 3, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads PM 20-4-64.

For the Interstate portion, all rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:mb

RECEIVED
FEB 7 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. RIDDLE
PENDLETON
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5 (17)
674 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

February 4, 1966

Jansen's Landscaping Company
Route 1
Everson, Washington

Gentlemen:

The State Highway Commission on February 3, 1966, awarded to you State Highway Contract No. 6759 for the following project:

Roadside improvement on the Fairgrounds Interchange-Winston Interchange Section of the Pacific Highway in Douglas County.

This award was based on your bid of $120,035.50 which was submitted to the Commission on January 27, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
Mark Astrup

RECEIVED
JAN 13 1966

FOR FILING
I-5-3(73)-1

Form CD-121 (11-63) (Prog. by A.O. 206-16)

UNITED STATES GOVERNMENT

Memorandum

6759

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: January 5, 1966

In reply refer to: 08-35.2-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-5-3(73)121, LSS-553(1) and CJI-5-3(1)
Fairgrounds Interchange - Winston Interchange Section
Roadside Improvement

REFERRED TO
By Asst. State Hwy. Engr.
1-13-66

P. S. & E. documents for the subject projects have been reviewed and are hereby approved. You are authorized to advertise the projects for bids. Signed copies of the title sheet are returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired for occupancy and contractor's use, and further, that control of access rights has been acquired, with the possible exception of those involved with utilities previously adjusted, as indicated in Mr. Oakes' December 21, 1965 report. Certification concerning utility access rights should be furnished prior to our concurrence in award. If exceptions are listed, the project will not be accepted as complete until such time when full control of access is obtained.

You are authorized to proceed with contractor's flagging included in your estimates in the amount of $100.00.

The following Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages	January 1966
Division I - General Requirements	January 1966
Division II Part 1 - Earthwork	January 1966
Division II Part 2 - Bases	January 1966
Division II Part 4 - Structures	January 1966
Division II Part 7 - Incidentals	January 1966

Inasmuch as our detailed review is not complete these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

The use of Article 102-1.3 Embankment Measure is approved for use in this project.

copies to Oakes Litchfield 1-13-66

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

I-5-3(73)121
LSS-553(1)
CJI-5-3(1)

Mr. Young's December 30, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest.

Attachments

RECEIVED
DEC 29 1965
FOR FILING

Form CD-121 (11-63) (Prev. ed. A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

I-5-3(73)121

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 23, 1965

In reply refer to: 08-35.EC/710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's December 14, 1965 letter transmitted one item for inclusion on the subject program. This project is approved effective the date shown below:

Item	Project	Location	Approval
435	I-5-3(73)121	Fairgrounds-Winston Sec.	12/21/65

It is understood that the companion projects, LSS-553(1) and CJI-5-3(1) will be contracted in conjunction with this project.

This action provides for 4.0 miles of improvement for a total estimated cost of $92,100 of which $84,700 is reserved as Federal-aid Interstate funds.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
12-28-65

RECEIVED
DEC 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 29 1965
FOR FILING

I-5-3(75) 121

December 14, 1965

Mr. A. W. [illegible]
[illegible]
[illegible] of Public Roads
47 College St., N. E.
Salem, Oregon

Dear Sir:

We are submitting proposed plans for one landscaping project, Item 43, Project I-5-3(73, Lmi, which we desire to have included in the Federal-Aid Interstate Highway Program.

We propose to let one contract which will include the work under this project as well as similar work under projects CWI-5-3(1) and I5S-553(1). We desire to receive bids for this contract at the January, 1966 bid opening.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

LHC:bb

MONTHLY TRANSACTION NO.

DATE SUBM'TTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 2

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

Mi.	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(53)		7,000 (66)	18,200 (70)	85 (71) (72)	08	Oregon	35 (2) (3)	042 (4) (8)	435 (14) (18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
(68)	(69)	(70) (71)	(72) (73)	(74) (75)	I- 14 23	5-3(73) 7 18		121 (24) (26)	27

COUNTY NAME: Douglas — CODE: 019 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.: I — FEDERAL-AID: I-5 (32) — STATE (36) (37) — U.S.: I-5 (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			
					Roadside Improvement (Planting trees, vines, shrubs and grass; irrigation system; topsoil; median planting)
4.0	92,100	84,700	7,400		ROW-250' Normal; Access Control-Full; Parking Restrictions-Complete.
4.0	92,100	84,700	7,400		
(16)	(23)	(24) (33)			

REMARKS

Additional Data - Projects I-5-3(8)124, I-5-3(34)121, I-5-3(42)121 and I-5-3(54)121.

USCOMM DUSCOMM-DC 48905-P61

REMARKS: - Contd.

A large junk yard lies within the limits of this project on the westerly side and adjacent to the highway right of way from approx. Station 2758 to Station 2785. The landscape screening of the junk yard is being programed under Project CJI-5-3(1) and will be contracted in conjunction with this project.

A beautification project is being programed under Project LSS-553(1) on the Oakland-Shady Hwy., FAS 553, at the Shady Interchange will also be contracted in conjunction with this project.

The combination of the three projects will greatly enhance the scenic quality of this section of the Interstate Highway.

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

I-5-3(73)121

#6759

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Routing

Morgan	Peas
Docker	Morelock
Bend	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

November 4, 1965

RECEIVED
NOV 5 1965
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plans for the following projects which were sent to us under letters dated October 8 and October 27, 1965.

1. High Banks Road-57th Street(Springfield)Section, Eugene-Springfield Highway, Lane County.

2. Alsea Mountain-Hide Creek Section, Alsea Highway, Benton County.

3. Toledo Section, Corvallis-Newport Highway, Lincoln County.

4. Toledo-Pioneer Mountain Section, Corvallis-Newport Highway, Lincoln County.

5. Morrow County Line-Stanfield Junction Section, Old Oregon Trail Highway, Morrow County.

6. Sutherlin Junction Interchange Section, Pacific Highway, Douglas County.

7. Wilsonville Safety Rest Area, Pacific Highway, Clackamas County.

8. Fairgrounds Interchange-Winston Interchange Section, Pacific Highway, Douglas County.

The projects listed above are all approved as no resource conflict is foreseen. We note that the Oregon Fish Commission has discussed with you the passage of fish on West Olallie Creek.

We appreciate being able to review the plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By
R. O. Koski
R. O. Koski
Chief of Liberations

-5-65 Copies to:
B. Klaboe
H. Young
ank Hall (8)
C. Roake
E. Morelock
L. W. Rulien (2)
R. D. Asburry (6)
L. R. Chandler (6)
A. F. Parson (2)
fp

ROK:dm

cc: Director, OFC

I-5-2(50) Cow Creek Safety Rest Area 1966
83 Sec., Pacific Hwy.
#6760

RECEIVED
APR 3 - 1967
FOR FILING

I-C-2 (co) 83

6720

March 31, 1967

The Aetna Casualty & Surety Company
Bond Department
400 Century Tower
Portland, Oregon 97205

Gentlemen:

Contract No. 6760 awarded to M. R. Holst for improvement to the Cow Creek Safety Rest Area on the Pacific Highway in Douglas County was completed on August 23, 1966, and accepted by the Highway Commission on March 30, 1967.

Final payment in the amount of $3,700.66 will be released to the contractor after April 7, 1967. The total contract amount is $122,683.24 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Mr. M. R. Holst
P.O. Box 692
Cakridge, Oregon 97463

Mr. Stanley P. Duyck
99 East 14th Avenue
Eugene, Oregon 97401

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
MAR 31 1967
FOR FILING

I-5-2 (50) K3
6760

March 30, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed August 23, 1966, on Contract No. 6760. The contract was with H. R. Holst and was for improvement of the Cow Creek Safety Rest Area Section of Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 30, 1967, and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
L. R. Chandler

s:b: jw

RECEIVED
MAR 2 - 1967
FOR
6760

March 1, 1967

Oregon State Highway Commission

Gentlemen:

An overrun in the project authorization for the Cow Creek Safety Rest Area in Douglas County appears inevitable. This is Contract No. 6760 with H. R. Holst, FAP I-4-2(30)83. The original authorization was $125,371.38 and it now appears that the final cost will be $136,202.23, an increase of 8.6 percent.

The principal causes of the overrun were the addition of topsoil which was required to cover exposed tree roots and additional engineering to make revisions in the water system.

This matter will be on the agenda for the March 14 meeting and your approval of the increase is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
I. D. Merchant
L. H. Young
C. H. Maison
L. R. Chandler

RWE:jf ms

Form No. E-978—10M—7-65

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Cow Creek Safety Rest Area Date February 15, 19 67

Highway Pacific Contract No. 6760

County Douglas Kind of Work Improvement Contractor M. R. Holst

Contract Amount $ 111,441.41

Expected over-runs and under-runs in contract items:

			Quantity	Unit Price	Amount
Major items, itemized:					
Item	6	Furnish and Placing Top Soil	2,341.7	5.00	+11,708.50
"	10	Furnish and Install Well Casing	127	3.00	+ 381.00
"	11	Furnish and Install Well Liner	200	2.00	- 400.00
"	12	Develop Wells	2	300 .00	- 600.00
"	16	Water Supply & Chlorination Building	1	1,760.00	- 1,760.00
"	18	Pumping Installations	1	4,685.00	- 4,685.00
"	23	¾" Water Pipe	430	0.73	+ 313.90
					-565.88

Minor items, unitemized algebraic total ..... $ 4,392.52

Subtotal ..... $ 7,420.18

Approved work orders (Price, extra work and state force orders) ..... $

Expected over-runs and under-runs in work orders:

	Amount
Major items, itemized:	

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 3-14-67

Minor items, unitemized algebraic total ..... -293.47 $ -293.47

Subtotal ..... $ 8,915.31

Authorization for engineering ..... $ 4,326.28

Expected over-run or under-run of engineering authorization ..... $

Costs not included above (explain) ..... $

Allowance for future contingencies (_____% of work remaining) ..... $

Credits to come from transfers and deductions ..... $

Present estimate of project cost ..... $ 136,202.23

Brief Statement of principal causes of over-run: Additional top soil was required to cover exposed tree roots. Toilet building in Northbound area was raised to accommodate drain field elevation. The water system was revised to operate on one well instead of two as originally planned.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 125,371.58
Present estimate of project cost	$ 136,202.23
Expected over-run (Amount)	$ 10,830.65
Expected over-run (per cent)	8.6

Space to right of this line is for use of Salem office.

Submitted by: Edward P. Elsinger Resident Engineer

Confirmed by: Jay B. Bowman (asst) Division Engineer

Noted by: Construction or Bridge Engineer

Noted by: Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
FEB 8 - 1967
FOR FILING

Salem, Oregon
February 7, 1967

Contract No. 6760
Cow Creek Safety Rest Area
Project Authorization Overrun

I. D. Marchant
Bridge Engineer
BUILDING

The project authorization for the above-captioned contract is $125,351.78. The estimated anticipated final costs are $136,216.81, an overrun of 8.7%.

The contractor's final payment voucher has been prepared but will be withheld pending State Highway Commission approval of an increased project authorization.

L. H. Young
Office Engineer

VG:jb

cc: L. H. Chandler
Howard R. Harris

STATE COPY

Monthly transaction number 1 - 104	PR-2A (1-10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Douglas
Modification number 2		Project number I-5-2(50)83

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 21, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 126,985.00	$ 135,417.00
Federal funds	$ 117,000.00	$ 124,600.00
Other revisions		

This modification is made for the following reasons:

Revised estimate based on increased bid item quantity.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23rd day of January, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Abbe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Administrative Mgr.
(Division Engineer)

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(50)83

COX CREEK SAFETY REST AREA ON THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Revised estimate as a basis for modification of project agreement. Based on revised bid item quantities.)

Salem, Oregon, January 9, 1967

Type Code X021
Safety Rest Area (Sta. 336+00) (Contract No. 6760)

Previous subtotal on estimate of October 17, 1966			$115,441.41
Previous Estimate			
Furnishing and Placing Topsoil	1,230 cu.y's.	$5.00	$ 6,150.00
Revised Estimate			
Furnishing and placing topsoil	2,763 cu.yds.	$5.00	$ 13,815.00
		Net increase	$ 7,665.00
		Subtotal	$123,106.41
		10% Engr. & Cont.	12,310.41
		Total	$135,416.82

Length of Project - - - - - - - - - - - 0.00 mi.

Federal Funds -	$124,600.00
State Funds -	10,816.82
	$135,416.82

State Funds for Const.: Chap. 175, Laws 1917, Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

STATE COPY

Monthly transaction number 11-17	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 10-26-66	County Douglas
Modification number 1 6760		Project number I-5-2(50)83

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on February 21, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 122,585	$ 126,985.00
Federal funds	$ 113,000.00	$ 117,000.00
Other revisions		

This modification is made for the following reasons:

Revised estimate based on increased bid item quantity, Item 1.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 26th day of October, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Kabre

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund (Engineer)
Administrative Manager

US COMM-DC 26364-P66

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(50)83

COW CREEK SAFETY REST AREA ON THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Revised estimate as a basis for modification of project agreement. Based on revised bid item quantities.)

Salem, Oregon, October 17, 1966

Type Code X021
Safety Rest Area (Sta. 386+00) (Contract No. 6760)

Previous subtotal on estimate of Feb. 15, 1966			$111,441.41
Previous estimate			
Work Item 1			
Furnishing and placing topsoil	430 cu.yds.	$5.00	$ 2,150.00
Revised estimate			
Work Item 1			
Furnishing and placing topsoil	1,230 cu.yds.	$5.00	$ 6,150.00
		Net increase	$ 4,000.00
		Subtotal	$115,441.41
		10% Engr. & Cont.	11,543.59
		Total	$126,985.00

Length of Project - - - - - - - - - - - - - 0.00 mi.

Federal Funds -	$117,000.00
State Funds -	9,985.00
	$126,985.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
2-122	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. 4		COUNTY Douglas
		PROJECT NO. I-5-2(50)83

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Cow Creek Safety Rest Area.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-5-66	0.00
OTHER (Specify)		

FUNDS Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 122,585.00	$ 113,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Clabore
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer FEB 2 1 1966

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(50)83

COW CREEK SAFETY REST AREA ON THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Project agreement estimate.)

Salem, Oregon, February 15, 1966

Type Code Y021
Safety Rest Area (Sta. 386+00)(Contract No. 6760)

Work Item 1 - Site Development			
Clearing and Grubbing	All Required		$ 19,800.00
Spraying Poison Oak	All Required		500.00
Tractor and Dozer	16 hour	$ 12.00	192.00
Front End Loader	16 hour	15.00	240.00
Dump Truck	16 hour	10.00	160.00
Furnishing and Placing Topsoil	430 cu.yd.	5.00	2,150.00
Work Item 2 - Electrical Supply System			
Electrical Supply System	All Required		7,562.00
Work Item 3 - Water Supply System			
Drilling Wells, 0-75' Deep	2 only	262.50	525.00
Drilling Wells, 75-150' Deep	150 lin.ft.	4.40	660.00
Furnish and Install Well Casing	150 lin.ft.	3.00	450.00
Furnish and Install Well Liner	200 lin.ft.	2.00	400.00
Develop Wells	2 only	300.00	600.00
Pumping Test of Wells	12 hour	12.00	144.00
Standby Time	20 hour	12.00	240.00
Abandoned Hole	150 lin.ft.	1.00	150.00
Water Supply and Chlorination Building	2 only	1,760.00	3,520.00
Well Housings	2 only	233.00	466.00
Pumping Installations	2 only	4,685.00	9,370.00
Work Item 4 - Toilet Buildings			
Type 6 Toilet Building	2 only	11,233.00	22,466.00
Extra Concrete	2 cu.yd.	80.00	160.00
Work Item 5 - Information Shelters			
Information Shelter	2 only	1,450.00	2,900.00
Extra Concrete	1 cu.yd.	40.00	40.00
Work Item 6 - Water Service System			
3/4-inch Water Pipe	2,500 lin.ft.	0.73	1,825.00
1-inch Water Pipe	680 lin.ft.	0.76	516.80
1 1/4-inch Water Pipe	600 lin.ft.	0.81	486.00
1 1/2-inch Water Pipe	140 lin.ft.	0.98	137.20
2-inch Water Pipe	22 lin.ft.	1.13	24.86
2 1/2-inch Water Pipe	540 lin.ft.	1.53	826.20

3/4-inch Steel Water Pipe	50 lin.ft.	$ 0.76	$ 38.00
2-inch Steel Water Pipe	110 lin.ft.	1.40	154.00
1-inch Gate Valves	4 only	6.20	24.80
3/4-inch Quick-Coupling Hose Valves	44 only	5.75	253.00
1/2-inch Manual Drain Valves	7 only	4.65	32.55
4-inch Drain Pipe	1,500 lin.ft.	3.00	4,500.00
Special Backfill in Drains	12 cu.yd.	3.55	42.60
Work Item 7 - Sewage System			
3,000 Gallon Septic Tank	2 only	1,150.00	2,300.00
4-inch Cast Iron Sewer Line	40 lin.ft.	3.00	120.00
4-inch Sewerage Effluent Line	700 lin.ft.	2.00	1,400.00
Southbound Area Disposal Field	All Required		2,830.00
Northbound Area Disposal Field	All Required		3,150.00
Work Item 8 - Rest Ground Facilities			
A.C. Concrete Walks and Surfacing	1,450 sq.yd.	3.00	4,350.00
Picnic Tables	28 only	114.80	3,214.40
Concrete Drinking Fountains	4 only	51.00	204.00
Water Hydrants	14 only	49.50	693.00
Refuse Receptacles	18 only	28.00	504.00
Area Illumination Installation	All Required		4,240.00
Lawn Construction	All Required		2,310.00
Furnishing and Planting Trees	40 only	10.75	430.00
Furnishing and Planting Vines	3,600 only	1.00	3,600.00
Mulch	20 unit	18.00	360.00
	Subtotal		$111,441.41
	10% Engr. & Cont.		11,143.59
	Total		$122,585.00

Length of Project - - - 0.00 Mile

Federal Funds - - -

COW CREEK SAFETY REST AREA

STATE WORK

Portable Sprinklers	6 only	$16.00	$ 96.00
Rubber Hose	6 only	14.00	84.00
			$180.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(50)83

COW CREEK SAFETY REST AREA ON THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 28, 1965

Type Code Y021
Safety Rest Area (Sta. 386+00)

Work Item 1 - Site Development			
Clearing and Grubbing	All Required		$ 6,500.00
Spraying Poison Oak	All Required		600.00
Tractor and Dozer	16 hour	$ 14.00	224.00
Front End Loader	16 hour	16.00	256.00
Dump Truck	16 hour	11.00	176.00
Furnishing and Placing Topsoil	430 cu.yd.	3.50	1,505.00
Work Item 2 - Electrical Supply System			
Electrical Supply System	All Required		5,800.00
Work Item 3 - Water Supply System			
Drilling Wells 0-75 Feet Deep	2 only	450.00	900.00
Drilling Wells 75-150 Feet Deep	150 lin.ft.	7.00	1,050.00
Furnish and Install Well Casing	150 lin.ft.	3.50	525.00
Furnish and Install Well Liner	200 lin.ft.	3.00	600.00
Develop Wells	2 only	300.00	600.00
Pumping Test of Wells	12 hour	14.00	168.00
Standby Time	20 hour	11.00	220.00
Abandoned Hole	150 lin.ft.	5.00	750.00
Water Supply and Chlorination Building	2 only	2,600.00	5,200.00
Well Housings	2 only	700.00	1,400.00
Pumping Installations	2 only	2,800.00	5,600.00
Work Item 4 - Toilet Buildings			
Type 6 Toilet Building	2 only	15,000.00	30,000.00
Extra Concrete	2 cu.yd.	70.00	140.00
Work Item 5 - Information Shelters			
Information Shelter	2 only	2,000.00	4,000.00
Extra Concrete	1 cu.yd.	70.00	70.00
Work Item 6 - Water Service System			
3/4-inch Water Pipe	2,500 lin.ft.	0.85	2,125.00
1-inch Water Pipe	680 lin.ft.	0.90	612.00
1½-inch Water Pipe	600 lin.ft.	0.95	570.00

1¼-inch Water Pipe	140 lin.ft.	$ 1.00	$ 140.00
2-inch Water Pipe	22 lin.ft.	1.40	30.80
2½-inch Water Pipe	540 lin.ft.	1.50	810.00
3/4-inch Steel Water Pipe	50 lin.ft.	1.20	60.00
2-inch Steel Water Pipe	110 lin.ft.	2.00	220.00
1-inch Gate Valves	4 only	20.00	80.00
3/4-inch Quick-Coupling Hose Valves	44 only	10.00	440.00
1/2-inch Manual Drain Valves	7 only	10.00	70.00
4-inch Drain Pipe	1,500 lin.ft.	2.00	3,000.00
Special Backfill in Drains	12 cu.yd.	10.00	120.00
Work Item 7 - Sewage System			
3,000-Gallon Septic Tank	2 only	2,000.00	4,000.00
4-inch Cast Iron Sewer Line	40 lin.ft.	4.00	160.00
4-inch Sewerage Effluent Line	700 lin.ft.	3.00	2,100.00
Southbound Area Disposal Field	All Required		3,000.00
Northbound Area Disposal Field	All Required		2,700.00
Work Item 8 - Rest Ground Facilities			
A.C. Concrete Walks and Surfacing	1,450 sq.yd.	4.00	5,800.00
Picnic Tables	28 only	200.00	5,600.00
Concrete Drinking Fountains	4 only	120.00	480.00
Water Hydrants	14 only	100.00	1,400.00
Refuse Receptacles	18 only	30.00	540.00
Area Illumination Installation	All Required		5,300.00
Lawn Construction	All Required		3,000.00
Furnishing and Planting Trees	40 only	12.00	480.00
Furnishing and Planting Vines	3,600 only	0.50	1,800.00
Mulch	20 unit	20.00	400.00
	Subtotal		$111,321.80
	10% Engr. & Cont.		11,131.20
	Total		$122,453.00

Length of Project - - - 0.00 Mile

Federal Funds -	$112,900.00
State Funds -	9,553.00
Total -	$122,453.00

COW CREEK SAFETY REST AREA

STATE WORK

Portable Sprinklers	6 only	$25.00	$150.00
Rubber Hose	6 only	25.00	150.00
			$300.00

RECEIVED
OCT 26 1966

168(c)
F/F

October 24, 1966

H. R. Holub
P. O. Box 692
Coleridge, Oregon 97663

Dear Sir:

Final inspection has been made by the Bureau of Public Roads on the Cow Creek Safety Rest Area Section of the Pacific Highway in Douglas County, Contract No. 3760, FA Project I-5-3(30)83.

The contract work has been completed to the satisfaction of the Bureau of Public Roads. Your Materials Report, Form 35-47, must be submitted to the resident engineer prior to the State Highway Commission acceptance of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

VG:ak
cc: R. L. Porter
C. E. Nelson
K. D. Hornbeck
L. H. Young

RECEIVED
FORM S-123X 500M 4-65
OCT 20 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FREE FILING

I-5-2(50)83

6760

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 13, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the lawn construction was completed on September 21, 1966, on Contract No. 6760, Cow Creek Safety Rest Area, in Douglas County, in connection with Federal-Aid Project No. I-5-2(50)83.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F. B. KLAGGE

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 10-13-66

Conditions noted on above date:

Project was inspected October 12, 1966 and was considered as satisfactorily completed.

A. W. Parsons
Division Engineer

By: T. Dec
T. Dec
Engineering Coordinator

Rec'd to Young 10-20-66

PVR:

RECEIVED
OCT 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 7 - 1966

I-5-2(50)KE
6.11.6

5009

October 10, 1966

Mr. M. E. Holst
P.O. Box 692
Oakridge, Oregon

#20

Dear Mr. Holst:

The State Highway Commission at its meeting on October 6 considered your request for an extension of time on Contract No. 6769 for the Cow Creek Safety Rest Area Project in Douglas County.

After considering the recommendation of the Engineer and other available information, the Commission granted you a 42-calendar day extension.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc L. R. Chandler
Howard Harris
L. H. Young
I. D. Merchant
C. H. Maison
Bureau of Public Roads

RECEIVED
OCT 4 - 1966
FOR FILING

2(50)83
6760

October 3, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 20
October 6, 1966 meeting

Gentlemen:

M. R. Holst, contractor on the Cow Creek Safety Rest Area on the Pacific Highway in Douglas County, Contract 6760, has requested that he be granted an additional 45 calendar days in which to complete the contract work without assessment of liquidated damages. The contractor's reason for this request is lack of instructions as to how to proceed with construction of the water supply system and contingent work.

The contract allotted 140 calendar days to complete the work. A total of 182 calendar days was charged during the life of the contract, an overrun of 42 days.

The contractor was delayed 43 calendar days early in the project because of necessary plan changes to the water supply and distribution system. These plan changes were necessary because of the failure of the well in the northbound unit to supply the required quantity of water.

The day count was continual during the delay period, as the contractor was performing other work on the contract. The delay in completing the entire contract was a direct result of the plan changes to the water supply system.

Because the contractor was prevented from completing the contract work within the time allotted, I recommend that he be granted a 42-calendar day extension without assessment of liquidated damages.

This is a federal-aid project and we have the approval of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the October 6 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
C. H. Maison
I. D. Merchant
L. R. Chandler

CAG:jf fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6760 Contractor M. R. Holst

Highway Pacific

Section Cow Creek Safety Rest Area

Kind of Work Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Because of 42 day delay occassioned to contractor's operations because of plan changes to water supply system. The plan changes were necessary because of the failure of the well in the north bound unit to supply the required quantity of water.

Recommended for Approval:

John Aquan
Division Engineer

Ivan V. Merchant
Construction Engineer or Bridge Engineer

Chas. Gunderson
State Highway Engineer

State Printing 31819

Contract No. 6760

Project designation I - 5 - 2(50)83
State-Federal

Date awarded 2-3-66

Work started 2-28-66

Per cent completed 100% as of 8/23/66
Date

Calendar days Allowed 140

No. of Workdays Used 120 182

No. of Added Workdays Requested 45 (42)

E—220 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

RECEIVED IN PUT.
BRIDGE DIVISION
AM JUN 2 3 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

Contractors Request
for
Increase in Number of Workdays
to
Complete Consiruction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 13, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 140 days to 185 days, within which to complete our Contract No. 6760 6760, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Through most of May and part of June there was indecision as to what we would do about a second well. Since this was in the hands of the Engineers we were unable to proceed with our usual work. We could not prepare the ground for seeding. The Plumbers and Electricians could not finish there work. Therefore, we were delayed several weeks and feel we are justified in asking and additional 45 days.

Respectfuly submitted,

M. K. Holst
Contractor

By S elf.

CONSENT OF SURETY

Date JUNE 15, 19 66

We, AETNA CASUALTY AND SURETY COMPANY

1201 S. W. 12TH, PORTLAND, OREGON, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Stanley P. Duyck
Attorney-in-fact
STANLEY P. DUYCK (SEAL)

Stanley P. Duyck
Resident Agent
STANLEY P. DUYCK

Form CO-121 (11-63) (Prns. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Water Eqw

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 22, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-2(50)83
Contract No. 6760
Cow Creek Safety Rest Area

We concur in the 42-calendar day extension of time requested in your letter of September 15, 1966, for the reasons stated therein.

Merchant
R.D. Parsons

RECEIVED
SEP 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 28 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
SEP 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Cow Creek Safety Rest Area		WEEK ENDING: September 24, 1966
		SECTION PREFIX: 610-1016
HIGHWAY: Pacific		COUNTY: Douglas
NAME OF JOB: Cow Creek Safety Rest Area	KIND OF WORK: Improvement	
CONTRACTOR: H. R. Holst	CONTRACT NUMBER: 6760	FEDERAL AID PROJECT NUMBER: I-5-2(50)83
DATE OF CONTRACT: February 3, 1966	DATE WORK STARTED: February 28, 1966	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: SUPERVISION: 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS: 140	WORK DAYS USED CALENDAR DAYS USED: 182
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 130
PROJECT AUTHORIZATION: $ 125,371.58	ENGINEERING AUTHORIZATION: $ 8,915.31	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 116,456.27	ENGINEERING COST TO DATE: $ 8,830.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 117,678.82		DATE PROJECT WAS COMPLETED: September 21, 1966
ESTIMATED PERCENT OVERRUN: 1.05 %	PERCENT OF AUTHORIZATION: 99 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Northbnd	Southbnd						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 18	Rain			
MONDAY 19	Partly Cloudy			
TUESDAY 20	Partly Cloudy			
WEDNESDAY 21	Clear			
THURSDAY 22	Partly Cloudy			
FRIDAY				
SATURDAY				

RECEIVED
SEP 27 1966
CONSTRUCTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 18	No Activity
MONDAY 19	Lawn Establishment
TUESDAY 20	Lawn establishment Adjusted quick valves
WEDNESDAY 21	Contractor completed all work pending final inspection.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

FINAL WEEKLY REPORT.

SIGNED [signature] LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
SEP 16 1966
FOR FILING

I-5-2(50) 83

6760

September 15, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Cow Creek Safety Rest Area
Contract No. 6760
FAP No. I-5-2(50)83

Dear Sir:

This contract allotted 140 calendar days to complete the work. A total of 182 calendar days were charged during the life of the contract. The contractor has requested that he be granted an additional 45 calendar days without assessment of liquidated damages.

The contractor's reason for the request is lack of instructions from the engineer as to how to proceed with construction of the water supply system and work contingent thereon. The contractor's request is entitled to consideration because of the following conditions:

The well for the northbound unit, when tested April 25, 1966, had a yield of only one gallon per minute. This was insufficient for water demand and work on the well and work related thereto had to be suspended while the State investigated other possible sources for water. It was decided that the well in the southbound unit had sufficient capacity to supply both units and plans for water supply and distribution system were revised accordingly. It was not until June 6 that revised plans and approved shop details for equipment were mailed the contractor. This amounts to a 43 calendar day delay to that part of the work.

The day count was continued during the delay period as the contractor was performing other work on the

contract. The delay in completing the entire contract was directly attributable to the necessary plans change for the water supply.

With your concurrence I propose to recommend to the Highway Commission that the contractor be granted a 42 calendar day extension without assessment of liquidated damages.

We are in the process of negotiating a price agreement with the contractor covering the necessary changes in plans. This will be forwarded through the usual channels when it is completed.

Very truly yours,

Forrest Cooper
State Highway Engineer

ORIGINAL SIGNED BY
By E. B. KLABOE for

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAC:jf ja

RECEIVED
FEB 17 1966

FORM CD-12 (9-22-59)
(MES. 17 A.S. 206-10)
I-5-2(50)83

UNITED STATES GOVERNMENT

Memorandum

6760

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 11, 1966
08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-2(50)83
Cow Creek Safety Rest Area

As requested in Mr. Young's letter of February 8, 1966 advising that all rights of way or rights of entry and access rights, with the exception of those involved with utilities, have been acquired for the above project, we hereby concur as of February 3, 1966 in the award of contract no. 6760 to M. R. Holst Construction, of Oakridge, Oregon, low bidder in the amount of $111,441.41 at the January 27, 1966 bid opening.

It is our understanding that utility access clearance will be handled in connection with the Azalea - Glendale Junction Section, Project I-5-2(47)82. This clearance must be acquired before the above project will be accepted as complete.

Young
NOTED
F.B. [illegible]
2-17-66

RECEIVED

RECEIVED
FEB 9 - 1966
FOR FILING

I-5-2(50)83

6116

February 8, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of January 28, 1966, is requested in the award of contract for the Cow Creek Safety Rest Area, Project No. I-5-2(50)83.

The contractor receiving the award is M. R. Holst of Oakridge in the amount of $111,441.41 with the Contract No. 6760 assigned. This bid was received on January 27, 1966, and awarded February 28, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-64.

Access clearance and certifications for this project will be handled in connection with the Azalea-Glendale Jct. Section as stated in the utility status report dated January 26, 1966.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:mb

FORM S-120

RECEIVED
FEB 7 - 1966
FOR FILING

COMMISSIONERS
SIDNEY L. JACKSON, CHAIRMAN
MCCOY
KENNETH N. PRIDLEY, MEMBER
WASCO
DAVID
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-2(5c)93
6760

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

February 4, 1966

Mr. M. R. Holst
P. O. Box 692
Oakridge, Oregon

Dear Mr. Holst:

The State Highway Commission on February 3, 1966, awarded to you State Highway Contract No. 6760 for the following project:

Cow Creek Safety Rest Area on the Pacific Highway in Douglas County.

This award was based on your bid of $111,441.41 which was submitted to the Commission on January 27, 1966, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
Mark Astrup

RECEIVED
JAN 13 1966
FOR FILING

Cross Referenced To:
Maint
Const

Form CD-121 (11-63) (Prescribed by A.O. 206-16)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 5, 1966

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-2(50)83
Cow Creek Safety Rest Area Improvement

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired for occupancy and contractor's use, and further that control of access rights has been obtained, with the possible exception of those involved with utilities previously adjusted, as indicated in Mr. Oakes' December 21, 1965 report. Certification concerning utility access rights should be furnished prior to our concurrence in award. If exceptions are listed, the project will not be accepted as complete until such time when full control of access is obtained.

The following Supplemental Standard Specifications are conditionally approved for use on this project:

Contract Time and Liquidated Damages	January 1966
Division I - General Requirements	January 1966
Division II Part 7 - Incidentals	January 1966
General Special Provisions - Building Constr.	October 1965

Inasmuch as our detailed review is not complete, these specifications are hereby conditionally approved with the understanding that you will make any corrections found necessary following completion of our review.

Mr. Young's December 30, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest.

Attachments

Copy to Oakes 1-13-66

REFERRED TO
By Asst. State Hwy. Engr.
1-13-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 14 1965

I-5-2(50)83 etc
6760

Form CD-121 (11-63) (Proc. by A.O. 20-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: December 9, 1965

In reply refer to: 08-35.EC/710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's December 1, 1965 letter submitted two items for inclusion in the subject program as Stage 2 projects. We are approving the projects effective this date as follows:

Item	Project	Location	Work
433	I-5-2(50)83	Cow Creek Rest Area	Rest Area
434	I-80N-8(13)371	Ontario Interchange-Stateline	Screening

NOTED
F. B. KLABOE

This approval provides for improvement of 0.93 miles of Interstate highways at a total estimated cost of $159,000 of which $146,000 is reserved as Federal-aid Interstate funds.

REFERRED TO
Young
ASST. STATE HWY. ENGR.
12-13-65

RECEIVED
DEC 13 1965
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

I-5-2 ( ) 87

6760

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

December 1, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This letter is in reply to yours of November 10, 1965 which listed ten projects for our approval.

Approval is hereby given for the following listed projects, with recommendations for several of them following:

1. Rufus-Quinton Section, Columbia River Highway, Sherman & Gilliam Counties.
2. Wankers Corner-West Linn Section, FAS 120, Clackamas County.
3. Mt. Angel-Silverton Section, Hillsboro-Silverton Highway, Marion County.
4. Cascade Locks-Mitchell Point Section, Columbia River Highway, Hood River County.
5. Orleans-Calapooya River Section, Corvallis-Lebanon Highway, Linn County.
6. Cow Creek Rest Area, Pacific Highway, Douglas County.
7. Roberts Mountain-Myrtle Creek Section, Pacific Highway, Douglas County.
8. South Umpqua Safety Rest Area, Pacific Highway, Douglas County.
9. Pacific Highway West-South Tigard Interchange Section, Beaverton-Tigard Highway, Washington County.

Regarding the Mt. Angel-Silverton Section, protection is needed for migrant salmonids in the area of the channel change on Abiqua Creek. Siltation should be avoided, and work in the stream confined to the period after July 1.

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Peas
Mercelock
Trout
Scott
Wille
Litchfield
Olson

RECEIVED
DEC 3 1965
CONSTRUCTION
DIVISION

On the Orleans-Calapooya River Section, it is assumed that a bridge will be used to cross the Calapooya River. This stream contains migrating salmon and steelhead, and consequently any construction in the stream should commence after July 1.

We have not included approval of the Burnside-Big Creek Section in this letter. Our comments regarding this will be sent in a few days, as certain aspects of this project are still being investigated.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director OFC

12-3-65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (9)
T. C. Roake
J. E. Morelock
L. W. Rulien (6)
R. D. Asburry (4)
L. R. Chandler (6)
J. F. Putnam (2)

fp

RECEIVED
MAY 11 1965
FOR FILING

Cross Referenced To:
Maint
Parks
Law Enf
Safety Rest Area

I-5-2(10)x
6760

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

May 4, 19
Roseburg, Ore.

SUBJECT. ow Creek State Park

To: David C. Talbot
State Parks Superintendent
Parks and Recreation Division

Dear Mr. Talbot:

I have checked with the Division Office here in Roseburg on this matter of Roy L. Houck Sons' Corporation being in Cow Creek State Park.

Mr. James E. Chaney, Resident, gave them permission to use the site with the provision that they clean it up. It was an old mill site and looked real bad. Mr. Chaney got his permission from Mr. L. W. Rulien. Mr. Chaney thinks they will be in Cow Creek State Park until fall.

In my estimation, they have improved the looks of the area.

Sincerely,

H. W. Luckett

H. W. Luckett,
District 6 Parks Supervisor

HWL:jb

RECEIVED
LLOYD R. SWIFT

Original to Talbot
5-10-65

RECEIVED
JAN 27 1965
FOR FILING

Cross Referenced To:
Paint
Parks
Cow Creek
Safety Rest Area

I-5-2(50)83
1.6760.

January 26, 1965

Mr. Norma Nunn
Executive Assistant
Executive Department
State Capitol
Salem, Oregon 97310

Dear Mr. Nunn:

Attached is a suggested reply to a recent letter you received from Mrs. Marian Owens concerning the location of Interstate Highway I-5 near Glendale Junction in Douglas County.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc R. L. Porter
P. M. Stephenson
Victor D. Wolfe
L. R. Chandler

PMS:bjs

Suggested Reply for the Governor's Consideration

Mrs. Marian Owens
Old Highway 99 N., Box 26A
Glendale, Oregon

Dear Mrs. Owens:

Thank you for your recent letter concerning the problem presented by the proposed purchase of a portion of your father's property for a roadside rest area.

As a part of the Interstate Highway system, it is essential that roadside rest areas be established at convenient locations throughout the state. Oregon has been a leader in this program and has received much favorable comment, both as to the park system and to the rest areas that have been established. It is the desire of the Highway Commission to continue this program to the greatest extent possible and this is the reason for the attempted acquisition of part of your father's farmstead. I believe that the planned development will be a distinct asset to the community and to our state. By a copy of this letter, I am asking the Highway Department to review its plan to determine if any adjustments could be made which might lessen any inconvenience involved.

I appreciate your bringing this matter to my attention and hope that you can understand your State government's desire to continue this type of development.

cc R. L. Porter
P. M. Stephenson
Victor D. Wolfe
L. R. Chandler

RLP:ms bjs

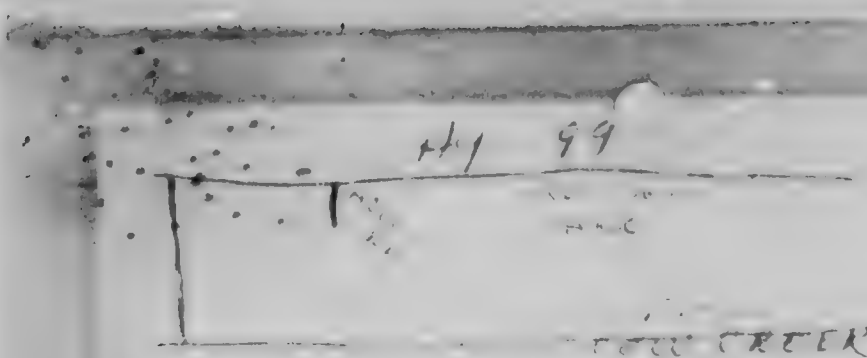
Hurray

[illegible]

[illegible] I am [illegible] the Highway [illegible] my fathers [illegible] Interstate 5 and [illegible] have already stated, [illegible] to their [illegible] land for the highway but we feel it is [illegible] and unfair than taking land for the park.

If they like the approx. 40 acres they want, it will completely cut my fathers ranch in half between the highway and Coos River. My father, Mr. W. T. Martin, will not [illegible] use the land that is left across the [illegible]

JAN - 6 [illegible]



I hope there is something you can do about this. Judging from the many letters I am receiving concerning my letters that have appeared in the journal, public opinion is surely "fed up" with the highway department. Another matter I would like to bring to your attention is this: the ... highway will open out the approach to Sandale Junction which includes a service station and drive in. Sandale Junction is located at the end of Stagecoach Rd. Every year we have one or more news that makes going over Stagecoach, Mar-

If our winter tourists (and you know, I hope, that our winters are longer than our summers) consideration should be given for at least a resume station in this area that has easy access to the freeway. Glendale Junction is about 3 miles from Grants Pass and 40 from Roseburg.

I hope, Sir, that you're not too busy to be bothered with these small matters. But as they arise small matter to us.

Sincerely,
Mrs Minnie Crews
Box 69 Rt. 2
Glendale Oregon

RECEIVED
AUG 14 1964
FOR FILING

477 Cottage Street, N. E.
Salem, Oregon 97301

August 6, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

09-33-DC
310
710.11

T. Dec
Assistant Division Engineer
Salem, Oregon

Oregon Project I-5-2(36)81 (2/4)
Cow Creek Safety Rest Area

Our June 19, 1964 memorandum approved the program action for Item 362, I-5-2(36)81, Azalea-Josephine Co. Line and gave limited authorization to proceed with actual acquisition, and our July 27, 1964 memorandum extended the authorization to proceed with actual acquisition excepting the additional property necessary for the Cow Creek Safety Rest Area.

Mr. Thar's July 23, 1964 letter provided the requested justification. You are hereby authorized to proceed with the actual acquisition of the additional property for the Cow Creek Safety Rest Area, subject, however, that this purchase is not excessive in size and is limited to conservation of the natural features to protect the development of this rest area. The access control line should be coincident with the interstate rest area right of way line and no access points within the rest area will be permitted. Development of the approximately three acres as referred to in the AASHO policy on safety rest areas pertains to that area containing the parking area and convenience facilities and not necessarily the protective area.

Approval of participation in costs for providing convenience facilities rests with our Washington office under the provisions of Mr. Armstrong's Circular Memorandum of August 6 and September 30, 1959. Under the present advice from Washington transmitted in our July 31, 1964 memorandum on the Santiam Safety Rest Area I-5-4(39)241 facilities beyond the scope of that built under the Oak Grove Safety Rest Area I-5-4(40)204 will not be approved for Federal-aid interstate participation.

original To Morgan
cc Young
8-14-64

NOTED
LLOYD P. SHAW

RECEIVED
JUL 30 1964
EQR FILING
I-5-2(5A)83
6760

July 27, 1964

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Cow Creek Safety Rest Area
Canyonville-Josephine County
Line Section
Pacific Highway - Douglas County

Dear Sir:

In reply to your letter of July 9, reference 08-J5.4-DB, the subject site was chosen in the initial 1956 survey of safety rest area locations on Interstate 5 because:

(1) The location fitted the distribution objective in planning the overall series on the Interstate System.

(2) The location was strategic with reference to mountain grades, both north and south.

(3) Adequate land was owned by the State on the easterly side of the right of way.

(4) The site was level and level with the highway grade.

(5) The site had an attractive growth of native trees and shrubs.

(6) Electricity was available.

(7) The minimum of private accommodations were available or likely to become available in the future in this section.

At this site the State proposes to develop water; construct a cement block toilet building with flush fixtures, septic tank, and disposal system; construct picnic tables and paved paths; provide garbage cans; and install lighting for the parking area. In other words, development of a safety rest area with public-use facilities similar to those approved and constructed at Oak Grove and Manzanita is planned.

There is attached (Enclosure 1) a projection of use of the area in 1985, based on surveys at the Oak Grove Safety Rest Area made by our Traffic Engineering Division. Accordingly we have changed the total parking requirement for cars, although space is available for expansion if and when needed. We have retained the originally designed 18 truck spaces because we believe this location at the beginning or end of long mountain grades, will be heavily used by truckers in resting and checking loads, and by the heavy tourist trailer traffic on this highway. You will note that the attached plan moves the parking area for southbound traffic closer to the highway. This reduces to nine acres the total area to be acquired.

To our knowledge, no one has ever defined the "approximately three acres" mentioned for development in the AASHO policy on safety rest areas and referred to in your letter. We believe it is logical to assume that it includes the parking area and the immediate area adjoining necessary for construction of public convenience facilities. By this definition, a minimum of 4.3 acres would be required for development at this site of which approximately 2.2 acres are needed for parking area construction. This is almost identical with the size of the developed area approved at Manzanita.

We do not believe the three-acre figure was ever meant to be the total acreage requirement. Consider these quotations from the AASHO rest area policy: "The size of a specific site should be governed by the topography and existing natural boundaries and also the likely number of vehicles to be accommodated to serve the estimated traffic volumes for 1975." Again, "The parking space is to be of adequate size and arrangement to accommodate the anticipated number of vehicles..." Again, "Planning of the total series of safety rest areas in a State should have the objective of a well-distributed system of adequately designed safety rest areas, as fitting to the conditions and needs in that State." It further states, "It appears logical that such use would be directly related to the ADT volume on the Interstate highway," and, finally, "Natural features of the surrounding terrain, such as woods, streams, lakes, space for enjoyment of mountain views, and the use of adjacent land, will affect the development pattern, size and shape of each site." We have complied with these objectives.

Consequently, the revised boundaries are believed to be the minimum requirement for protection of the development and to permit a reasonable expansion at some future date. No change has been made in the design of the site serving northbound traffic as retention of a wider buffer strip between the parking area and the highway is considered desirable.

Your early approval of the revised plan which reduces right-of-way purchase to a minimum is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd F. Shaw
Assistant State Highway Engineer

Enclosures

cc Forrest Cooper
R. L. Porter
F. D. Morgan
Mark Astrup
L. H. Young
C. H. Maison

MHA:de: ajw

Note:

According to Jack Kinning the ADT at Sea Cliff is 12200. The DHV is .404 and the direction factor is 55%.

14,441 x 55% = 805 cars

10% of 805 = 80.5 " per hr.

Using the same formula in determining the toilet requirement as used at Santiam & Manzanita

$$81 \times 2 \times 2 \times \frac{1}{0.67} = 483$$

483 ÷ 60 = 8, the required number of toilet fixtures.

I recommend 6 fixtures, the same as approved at Manzanita.

Mike L.
27 July.

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
July 1964

PROJECTED AMOUNT OF REST AREA USE AND RELATED INFORMATION
Summer 1985

	Cow Creek Rest Area Hwy. 1, M.P. 236.8
Average Daily Traffic	
1963	4,100
1985 (estimated)	12,200
1985 Summer Average Daily Traffic (factor 1.25)	15,250
Average Daily Traffic, One Direction (assumed 50 percent split)	7,625
Daily Number of Vehicles Entering Rest Area, One Direction (10 percent)	762
Average Daily Number of Vehicles Accumulated in Rest Area at Peak Moment, One Direction (5.8 percent of number entering)	42
Single Light Vehicles (70 percent)	29
Trucks and Vehicle Combinations (30 percent)	13
Average Daily Number of Persons Desiring Use of Restrooms At Peak Moment, One Direction (2.0 persons per vehicle x 0.25)	21
Average Daily Number of Tables in Use During Peak Moment, One Direction (1/3 of peak vehicle accumulation)	14
Average Daily Number of Persons Using Drinking Water Facilities, One Direction (1.2 persons per vehicle)	852
Average Daily Number of Persons Using Restrooms, One Direction (2.0 persons per vehicle)	1,524
Average Daily Number of Persons Using Rest Area, One Direction (2.3 persons per vehicle)	1,752

Encl. 1

RECEIVED
JUL 20 1964
FOR FILING

I-5-2(54)
6716

477 Cottage Street NE.
Salem, Oregon 97301

July 9, 1964

08-35.4-DB

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Cow Creek Safety Rest Area
Canyonville - Josephine County Line Section
Pacific Highway - Douglas County

The preliminary layout sheet on the subject safety rest area has been reviewed by this office, and the location and general design features appear to be satisfactory with the exception of the overall size of the layout. It is also desirable that we have knowledge of what type of convenience and comfort facilities are being proposed, as this would have a bearing on the amount of space required.

It is difficult to recognize the necessity for a development of this magnitude on the basis of data used in justification of other similar rest areas along the Interstate highways.

AASHO policy on safety rest areas for the National System of Interstate and Defense Highways states that safety rest areas on Interstate highways should be of a size that can be constructed within the normal right of way or within an additional necessary area, the whole of which is within the control of access lines, of which not more than approximately 3 acres may be developed. It is noted that the proposed layout includes approximately 35 acres (20 acres of which is private property) in addition to the normal width of the proposed right of way.

It is requested that you submit adequate justification in support of the factors influencing site selection and the basis used in determining the amount of parking space, as well as the overall size of the development area. This justification should be in a form contextually similar to that used for the Santiam Safety Rest Area.

We feel that a sincere effort should be made to reduce the proposed area of the layout. This would result in less construction cost, smaller area of maintenance, and a lesser amount of right of way purchase.

Original to Morgan
cc Young
7-20-64

NOTED
LLOYD P. SHAW

RECEIVED
JUN 10 1964
FOR FILING

I-5-2 (50) 87
6760

June 9, 1964

Mrs. Gertrude S. Dunn
55 N. E. Morgan Street
Portland, Oregon 97211

M F Martin's Ranch

Dear Mrs. Dunn:

Reference is made to your June 6 letter concerning the right-of-way requirements for Interstate Route 5 near Glendale. I am not sure as to the source of your information, but, considering the questions you have presented, some clarification may be in order.

Basically, the conversion of this section of highway to Interstate standards consists of securing enough right-of-way to construct a four-lane divided facility. It may be necessary to take a limited amount of usable farm land for this purpose as any other approach would cause an overall larger expenditure of public funds.

I know of no plan to acquire cultivated land for a roadside rest area. While these facilities are necessary and essential, it is the general policy of this Department to acquire undeveloped property for this purpose. This may not always be 100 per cent possible, but certainly every effort is made toward this goal.

So far, the only thing that has taken place on this section is a public hearing. Based on the testimony offered at the hearing, the Department is now preparing designs which, it is hoped, will overcome all of the objections possible. I am sure that the party you have reference to has not as yet been contacted by Right of Way personnel and if and when this time comes, I am sure he will find the State's Right of Way representatives to be courteous, understanding, and thoughtful.

If you have further questions on this or any other highway problem, please do not hesitate to contact us.

cc Mr. Cooper
Mr. Wolfe

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

288-1132

Gertrude S. Dunn

Fifty five Northeast Morgan Street
Portland, Oregon 97211

REFERRED TO
Forrest Cooper
BY SECRETARY

June 6, 1964

STATE HIGHWAY DEPARTMENT,
Highway Building,
SALEM, OREGON

Gentlemen:

Is it true that either north or south of Glendale the Highway Department found it necessary to bisect a farmer's property and now that the highway is taking shape a need is felt for a roadside rest area which would have to come out of the best part of this farmer's land now in use by him for raising hay? Is it true that not more than an hour's drive away there are ample facilities for such purpose?

If true, isn't it possible for the Highway Commission to handle this matter in a more brotherly fashion?

I really believe that no State in the Union has a better highway record than Oregon, - devoid of graft, admirably engineered and as much as can be reasonably expected for one's tax dollar.

Cordially,

Gertrude S. Dunn

D

(MRS.) GERTRUDE S. DUNN

RECEIVED
JUN 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN - 1 1964
OF ON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 26 1964
FOR FILING

I-2-1(2) OR
C 74 C

JUN 4 1964

39-30

Mrs. Clara C. Noel
Box 74
Merlin, Oregon

11 f Traffic
Ranch

Dear Mrs. Noel:

The President has asked me to reply to your May 14 letter with enclosed newspaper clipping concerning acquisition of land for highway and rest area purposes. I am sure you understand that the tremendous volume of mail he receives makes it impossible for him to personally reply in every case.

I most certainly understand your concern over what appears to be "land grabbing" but would hasten to explain that I know of no instance in the national highway program which fits this term. The State highway departments and the Bureau of Public Roads are extremely aware of the impact that the acquisition of land for highway right-of-way has on the owners of that land. Care is taken in the planning and designing of highway projects to assure that only the land needed for the proper functioning of the highway is acquired. As you know, property owners must be paid full value for land taken and to take more land than is needed would cause an unnecessary increase in the cost of a project. In these days when the need for better highways far outstrips the amount of available funds, we certainly are not interested in unnecessary spending.

Your interest in the highway program is appreciated and I trust this brief explanation may serve to relieve your concern in this matter.

Sincerely yours,

Rex M. Whitton
Federal Highway Administrator

NOTED
R. L. PORTER

NOTED
FORREST COOPER

RECEIVED
JUN 30 1964
OFFICE OF
STATE HIGHWAY ENGINEER

Merlin Ore. May 14-64.

6-2

Dear Mr. President Johnson.

Enclosed is a clipping from the Portland Journal of a letter written to "The People speaks?

What can be done to stop this "land grabing"?

This is just "one case out of a hundred or more "grabs".

Soon we wont have any picnic grounds to enjoy.

We tax payers money, pay for these recreation areas, yet we have to pay to enter them.

Please stop this terrible injustice or at least investigate it.

Hope you can read and understand what I have tried to explain.

I'm an elderly citizen and this "grab" is spoiling the home of an eldery citizen.

Is it right?

Please, can you advise
what we can do to
protect our homes?
This is not like "Good Old
U.S.A.
Will we have to have a
rebellion - to save our homes?

Sincerely.

Mrs Clara C. Noel.

Box 74.

Merlin, Oregon.

PRINTED

Land Taken

To The Editor: The state surveyors have been surveying for the new four-lane freeway in our area for over a year. When Highway 99 went through its present route 14 years ago, the state took 150 acres on the opposite side of the highway to which they would not give access. Now they are going to take 150 feet along the road the full length of the ranch of my father, W. F. Martin, even though they own most of the land on the other side.

A large portion of what they are taking is good cropland. We do not object. We do not want to slow down progress. However, they are also going to take a 150 acre slice out of the middle of the farmland for a park and rest area.

If they take that land, my father will not be able to continue ranching. He raises cattle, his herd numbering less than 100, and in this part of the country, it takes a lot of hay due to the long rainy season. He pays a large amount in property taxes because there is a lot of acreage in the ranch, but you cannot plant a haycrop on a mountainside, and the majority of the ranch is mountainside.

The land the state proposes to take has been flooded with over six feet of water four times in the [illegible] years we have been here. There is no fresh water source, and there is a ridge above the farmland that has several rattlesnake dens in it. We have not counted the number of rattlers we have killed in that area. (The snakes don't hurt a hay crop, but I would sure hate to be a tourist camping in that park.)

The state owns a large percentage of property, and a lot of the roadside land is state owned, so why don't they use some of it for their rest areas and parks? It seems to me they have hurt enough property owners and businesses already without doing so unnecessarily.

I might add that there is a beautiful state roadside park less than an hour's drive from here, just south of Grants Pass. It is a waste of money to have them so close together. Oh, well, it's just the taxpayers' money!

Marian M. Owens,
Glendale.

PR17703

RECEIVED
MAY 8 - 1964
FOR FILING

I-5-2 (50) 83
6760

May 7, 1964

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Nunn:

Attached is a suggested reply for the Governor's consideration to Mrs. Marian Martin Cymms at Glendale.

The Department does not need 150 acres for this proposed improvement and where this figure came from, we do not know. The matter at the moment is somewhat indefinite but the Department will make every effort to confine its needs to nonsultivated and nonpasture lands. We believe a design can be prepared that will not be in too much conflict with the farming operation.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe

RLP:ms bbc

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION
May 7, 1964

Mrs. Marian Martin Owens
Old Highway 99, Box 28A
Glendale, Oregon

Dear Mrs. Owens:

Thank you for your letter of April 16 relative to the possibility of the Highway Department acquiring a portion of your father's ranch in connection with the improvement of Interstate Route 5.

I have had the matter checked with the Highway Department and find that an investigation is being made of a possible roadside park in this general vicinity. Such a facility somewhere in the area appears to be very desirable and is a furtherance of the Highway Commission's plan to provide these facilities in connection with the construction of the Interstate system. I am further advised that no definite plan is yet developed and I am assured by the Highway Department that it will do everything possible to confine any rest area requirements to noncultivated lands. You are assured that your State will cooperate with you in an effort to make this proposed facility as compatible as possible with your father's farming operation.

cc R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe

RLP:ms bbc

Hatfield

GRANTS PASS, OREGON
APRIL 16, 1964

DEAR GOV. HATFIELD,

I AM WRITING TO YOU IN REGARDS TO HY 99. AS YOU PROBABLY KNOW, THE STATE HY COMMISSION HAS BEEN SURVEYING BETWEEN MT. SEXTON AND CANYONVILLE FOR OVER A YEAR IN PREPARATION FOR THE NEW FOUR LANE FREEWAY.

WHEN THE HY WENT THRU THE PRESENT ROUTE, IT WENT THRU MY FATHER, W.F.MARTIN'S RANCH, TAKING 150 ACRES ON THE OPPOSITE SIDE OF THE HY, TO WHICH THEY WOULD NOT GIVE HIM ACCESS. NOW THEY ARE TAKING 150 FT ALONG THE HY, MOST OF WHICH IS GOOD FARMLAND. AS FAR AS WE ARE CONCERNED, THIS IS FINE. WE DO NOT WANT TO SLOW DOWN PROGRESS. HOWEVER, THEY ALSO PLAN TO TAKE A 150 ACRE SLICE OUT OF THE MIDDLE OF HIS FARMLAND FOR A REST AREA AND PARK. IT INCLUDES A LARGE PORTION OF HIS CROPLAND.

IF THEY TAKE THAT LAND, MY FATHER WILL NOT BE ABLE TO CONTINUE FARMING. HE HAS STRUGGLED THRU THE YEARS TO MAKE A DECENT LIVING. HE RAISES CATTLE (HIS HERD NUMBERING LESS THAN 100) AND IN THIS COUNTRY IT TAKES ALOT OF HAY DUE TO THE LONG RAINY SEASON. ALTHOUGH THE RANCH HAS ALOT OF ACERAGE, YOU CANNOT RUN A TRACTOR ON A MOUNTAIN SIDE TO PLANT A HAY CROP. WE HAVE LIVED HERE FOR OVER 20 YEARS. MY GRANDFATHER FARMED THIS LAND, MY FATHER IS FARMING IT, AND HIS GRANDSONS HOPE TO FARM IT WHEN HE QUITS. YOU MIGHT SAY IT IS A WAY OF LIFE FOR THIS HARDWORKING, TAXPAYING FAMILY. I MIGHT ADD THAT MR. MARTIN HIRES SEVERAL NEIGHBORHOOD BOYS EACH SUMMER TO HELP WITH THE HAYING. WITH THE NUMBER OF REQUESTS FOR JOBS, HE ONLY WISHES HE COULD AFFORD TO HIRE MORE OF THE BOYS.

IF THIS FARMLAND WERE NEEDED FOR THE HY ITSELF, TAKING IT WOULD MAKE SENSE, BUT THERE IS LOTS OF STATE OWNED LAND THAT COULD BE USED FOR THE PARKS AND REST AREAS. CANYON MT. IS ONE OF OREGON'S MOST BEAUTIFUL AREAS---AS WELL AS HISTORICAL. IT ALSO HAS MANY MOUNTAIN SPRINGS THAT COULD BE USED FOR DRINKING WATER. OUR FARMLAND HAS NO FRESH WATER SOURCE. IT HAS BEEN FLOODED WITH OVER 6FT OF WATER FOUR TIMES IN THE PAST 20 YEARS. (MR. MARTIN CAN GIVE YOU THE EXACT DATES) ALSO, THERE ARE SEVERAL RATTLESNAKE DENS ON THE RIDGE ABOVE THE FARMLAND AND WE HAVE KILLED QUITE A FEW RATTLERS.

THE STATE IS TAKING SO MUCH OF THE RALPH HURST RANCH, NORTH OF US, THAT THE HURSTS FEEL THEY OUGHT TO TAKE THE REMAINING LAND AND USE IT FOR THE PARK AND REST AREA. THEIR RANCH BORDERS BARTON PARK, WHICH IS COUNTY OWNED.

AND LAST BUT NOT LEAST, THERE IS A BEAUTIFUL ROADSIDE PARK JUST SOUTH OF GRANTS PASS, JUST AN[illegible] HOURS DRIVE FROM HERE. IT IS A WASTE OF THE TAXPAYER'S MONEY TO HAVE SO MANY PARKS SO CLOSE TOGETHER. WHILE I DO NOT BEGRUDGE THE TAXES I PAY, I DO FEEL THEY SHOULD BE SPENT WISELY.

PLEASE HELP US. IF YOU NEED MORE INFORMATION, LET US KNOW, OR WE WOULD BE HAPPY TO SHOW YOU THE LAND INVOLVED.

SINCERELY
Mrs. Marian Martin Owens
Addy 99 R Box 204, Merlin

P.S. PLEASE EXCUSE MY ERRORS - MY TALENTS AT THE HOMEAT FRONT MOTHERHOOD - NOT TYPING & BUSINESS LETTER!

APR 17 196[illegible]

I-5-2(50) Cow Cr. Safety Rest Area 1966
83 Sec., Pacific Hwy.
#6760 DEDICATION

RECEIVED
NOV 1 - 1966
FOR FILING

I-5-2(50) 83

6 11.0

November 4, 1966

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
920 S. W. Sixth Avenue
Portland, Oregon

Dear Mr. Jackson:

With reference to our telephone conversation, this date, enclosed is a statement for payment in the amount of $135 from Western Color-Graphics for the medallion presented to Governor Hatfield at the I-5 dedication ceremony.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
Victor D. Wolfe
John Earley
C. H. Maison

fn

11188

GRAPHIC ARTS APPLIED TO INDUSTRY

WESTERN COLOR-GRAPHICS 536 S. E. SIXTH AVENUE, PORTLAND 14, OREGON PHONES: BElmont 4-6501, 4-6502

Sold to: Oregon State Highway Dept.
Public Relations Division
Highway Dept. Bldg.
Salem, Oregon

Shipped to:

Date: 10/23/66

Your Order No: Mr. Simpson

Our Order No:

Date Shipped: 10/21/66

Shipped Via: Picked Up

Terms: Net 10th November

NO STATEMENTS SENT UNLESS REQUESTED. PLEASE PAY FROM THIS INVOICE.

1 only Medalion for Governor Hatfield presented by

State Highway Commission (RUSH) $135.00

Oregon Highway Engineers Did Great Job on Highway 5

To the Editor:

Paul Harvey's first page story and your lead editorial in the Oct. 22 edition, covering the dedication of the completed Oregon portion of the Interstate Highway 5 were just tribute to the Oregon Highway Commission.

The last paragraph of Mr. Harvey's story and the last sentence of the next-to-last paragraph in the editorial constitute the only tribute to the engineering talent that has kept the Oregon State Highway Department in the lead of completed Interstate Highway mileage.

Back of Mr. R. H. Baldock's award of the initial contract lies the efforts of his staff of professional engineers, which, under his guidance, incorporated in that first contract many of the highway engineering standards that later became the backbone of the Federal Interstate Highway criteria. W. C. Williams—"Dutch" to his many friends—Forrest Cooper, present highway engineer, Glen S. Paxson, P. M. Stephenson and H. G. Smith carried on and improved these standards that have resulted in the completion of the Oregon section.

Not many people would understand the implication behind Mr. Harvey's last paragraph where he says, "Oregon spends its federal highway money so quickly that it often has to wait around for it to arrive." To accomplish this, plans have to be prepared for and accepted by the Federal Bureau of Public Roads. Oregon is an outstanding exception among the states in this respect. No administrator from outside the state highway staff, no professional engineer from outside the state highway organization, has been brought in to establish and maintain this superior position among states. This should receive recognition and the plaudits of Oregon's travelling public for the state employes who have made Oregon's highways their career . . .

WILLIAM C. HILL, PE
2368 Emerald Dr., NW

RECEIVED
OCT 24 1966
FOR FILE

The ceremonies to be conducted on Saturday, October 22, at 11 a.m., at the Southbound Cow Creek Safety Rest Area adjacent to Interstate 5 will mark a significant milestone in highway construction in the state of Oregon.

While the event will mark the completion of Interstate 5 to four lanes in the state of Oregon, it means even more than that. It means that one will be able to enter the state at either the Washington line or the California line and drive the entire length of Oregon on this super, high-speed freeway without once encountering a traffic light or stop sign. Forrest Cooper, state highway engineer, said that the completion of Interstate 5 in Oregon to four lanes, border to border, represents the longest non-toll, cross-state route completed to date under the Interstate Highway program.

The cost of construction of this freeway, which has been engineered to provide the greatest safety to the driver, is estimated at $298.6 million. This figure includes expenditures prior to the 1956 Interstate Highway Act, preliminary engineering costs, and right-of-way. Of this cost, the Federal Government has paid 92.25 per cent and the State 7.75 per cent.

NOTED
E. B. KLABOE

Interstate 5 is an integral component of the National System of Interstate and Defense Highways that will provide the nation, when completed, a network of north-south and east-west, high-speed freeways that will cover 41,000 miles and be constructed at an estimated cost of more than $46 billion. The entire system is programmed for completion in 1972.

Interstate 5, serving the Pacific Coast, runs from Blaine, Washington, on the Canadian border to San Ysidro, California, on the Mexican border, a total of approximately 1,382 miles. Interstate 5 in Oregon extends from Portland to south of Siskiyou Summit, a distance of 308.38 miles.

Oregon has a total of 730.1 miles of Interstate highways. In addition to Interstate 5, they include Interstate 80N, extending from Portland and running along the Columbia River to Boardman, where it swings southeasterly to Ontario on the Idaho border; Interstate 82, extending from Stanfield to Umatilla; and the following spurs located in major metropolitan areas--105, 205, 305, and 405. Work on all these is programmed to be completed in 1972.

The program for Saturday begins with the playing of the National Anthem by the Glendale High School Band at 11 a.m. The Invocation will be delivered by the Reverend David Kullowatz, pastor, First Christian Church, Grants Pass. The opening remarks will be made by Glenn L. Jackson, chairman of the Oregon State Highway Commission, who will also serve as master of ceremonies for the activities. He will be followed by Baird M. French, regional engineer, U. S. Bureau of Public Roads. Eugene W. Bauer, mayor of Gladstone and president of the League of Oregon Cities, will be the next speaker.

Mayor Bauer will be followed by Judge Ellis A. White, Malheur County, and president of the Association of Oregon Counties. The next speaker will be R. E. Hanberg, president of the Roseburg Chamber of Commerce.

The major address will be delivered by Governor Mark O. Hatfield, ~~representing the people of Oregon.~~

Preceding the formal ceremonies there will be a band concert presented by the Glendale High School Band starting at 10:45 a.m. Following the ceremonies, the ladies of the area will serve a lunch at the spacious Opperman Home, to which the official party has been invited.

Many Federal, state, county, and city officials have accepted the Highway Commission's invitation to attend. The public is also invited. There will be ample parking.

RECEIVED
OCT 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 24 1966
FOR

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. TRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-2(50)83
6760
L.7.

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

10-

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

On October 22, the Oregon State Highway Department will mark a significant milestone in highway construction in Oregon with appropriate ceremonies to be held at the southbound Cow Creek Safety Rest Area adjacent to Interstate 5. The event, scheduled to start at 11 a.m., will mark the completion of Interstate 5 to four lanes in the state of Oregon.

You or your representative are cordailly invited to attend. The Cow Creek Safety Rest Area is located 39 miles south of Roseburg and 29 miles north of Grants Pass, adjacent to Interstate 5. There will be ample parking.

The ladies of the area are graciously serving a luncheon to which you have been invited. It will follow the ceremonies and will be served at the spacious Opperman Home, which is located at the southeast end of the Barton Road Interchange, 1.23 miles northeasterly of the dedication site.

For early arrivals at the Rest Area, the Glendale High School Band will present a concert.

A press kit and picturcs will be furnished news media whether or not they attend the ceremonies. Details of the ceremony will be furnished as they are finalized.

Sincerely,

Forrest Cooper

Forrest Cooper
State Highway Engineer

FACT SHEET
on the
NATIONAL SYSTEM
of
INTERSTATE AND DEFENSE
HIGHWAYS

OREGON DEDICATION

October 22, 1966
11:00 AM

Cow Creek Safety
Rest Area
(South Bound)
On
INTERSTATE 5

The Oregon State Highway Commission

cordially invites you to attend the

Ceremonies Marking the Completion of

Interstate 5 within Oregon

at 11:00 a.m., Saturday, October 22, 1966

at the Cow Creek Rest Area (Southbound)

FOR YOUR INFORMATION

The Cow Creek Safety Rest Area is located 14 miles south of Canyonville, 39 miles south of Roseburg, and 29 miles north of Grants Pass adjacent to Interstate 5. The ceremonies will be conducted in the rest area on the southbound lane of the freeway.

The ladies of the area are graciously serving a luncheon to which you have been invited. It will follow the ceremonies and will be served at the spacious Opperman Home which is located at the southeast end of the Barton Road Interchange, 1.23 miles northerly of the dedication site.

For early arrivals at the Rest Area, the Glendale High School Band will present a concert starting at 10:45 A.M. There will be ample parking.

INTERSTATE 5

DEDICATION CEREMONIES

Cow Creek Safety Rest Area

11:00 a.m.

Saturday, October 22, 1966

PROGRAM

(Ceremonies Begin at 11:00 a.m., October 22, 1966)

National Anthem (Glendale High School Band)

Invocation (Reverend David Kullowatz, Pastor, First Christian Church, Grants Pass, Oregon)

Opening Remarks (Glenn L. Jackson, Chairman, Oregon State Highway Commission and Master of Ceremonies)

Remarks (Baird M. French, Regional Engineer, United States Bureau of Public Roads)

Remarks (Eugene W. Bauer, Mayor of Gladstone and President of League of Oregon Cities)

Remarks (Ellis A. White, Judge, Malheur County and President of Association of Oregon Counties)

Remarks (R. E. Hanberg, President of Roseburg Chamber of Commerce)

Address (The Honorable Mark O. Hatfield, Governor of Oregon)

(Preceding the formal ceremonies, there will be a band concert presented by the Glendale High School Band, starting at 10:45 a.m.)

COMMENTARY

The completion of Interstate 5 to four lanes in the State of Oregon marks a significant milestone in highway construction by the State Highway Department. The opening of this 308.38 mile stretch of the National System of Interstate and Defense Highways is the realization of a dream come true for highway planners in Oregon. It means that one may enter the state at the Interstate Bridges in Portland and travel the entire length of Oregon on this super, high-speed freeway without once encountering a traffic signal or stop sign until after he has entered California

The cost of construction of this freeway which has been engineered to provide the greatest safety to the driver is estimated at $298.6 million. This figure includes expenditures prior to the 1956 Interstate Highway Act, preliminary engineering costs and right of way. Of this cost, the Federal Government has paid 92.25 per cent and the State 7.75 per cent. Along the freeway there are 114 partial or full interchanges to control access to the highway. To provide points of relaxation for the weary driver on these high-speed freeways, there are a total of 18 Safety Rest Areas, nine for northbound traffic and nine for southbound.

Interstate 5 is an integral component of the National System of Interstate and Defense Highways that will give the nation, when completed, a network of north-south and east-west, high-speed freeways that will cover 41,000 miles and be constructed at an estimated cost of $46 billion. The entire system is programmed for completion in 1972. Interstate 5, serving the Pacific Coast, runs from Blaine, Washington on the Canadian border to San Ysidro, California on the Mexican border, a total of approximately 1382.35 miles.

(over)

Oregon has consistently led the nation in the amount of its Interstate system completed or adequate for present traffic. At the end of Fiscal Year 1966, Oregon had 85.8 per cent of its Interstate system open to or adequate for present traffic while the entire national system showed a 53 per cent figure. Still to be completed in Oregon is Interstate 80N, extending from Portland and running along the Columbia River to Boardman where it swings southeasterly to Ontario, Oregon on the Idaho border, and the following spurs located in major metropolitan areas -- 105, 205, 305 and 405. Work on all these is programmed to be completed in 1972. On Interstate 80N, 205.6 miles of the system's 375 miles, or 54.8 per cent, has been opened to traffic.

The completion of Interstate 5 in Oregon to four lanes, border to border, represents the longest non-toll cross-state route completed to date under the Interstate Highway Program.

OREGON
STATE
HIGHWAY
DEPT.

NEWS RELEASE

OREGON EDUCATIONAL BROADCASTING
PORTLAND KOAP FM 91.5 mc / KOAP TV ch.10
CORVALLIS KOAC AM 550 kc / KOAC TV ch. 7
DIVISION OF CONTINUING EDUCATION
OREGON STATE SYSTEM OF HIGHER EDUCATION

FOR IMMEDIATE RELEASE

RADIO KOAC-KOAP TO AIR "INTERSTATE FIVE STORY"

Interstate Highway 5's history, construction, and completion will be the subject of a special program on Oregon Educational Broadcasting radio. The hour-long highway feature has been scheduled for 1:00 p.m. Saturday, October 29 on KOAC-AM and at 8:00 p.m. over both KOAC-AM and KOAP-FM, Monday, October 31.

Oregon Highway Commission Chairman Glen Jackson, Highway Engineer Forrest Cooper, and Baird French, regional director, U.S. Bureau of Public Roads, along with other present and past state officials, will take part in the program.

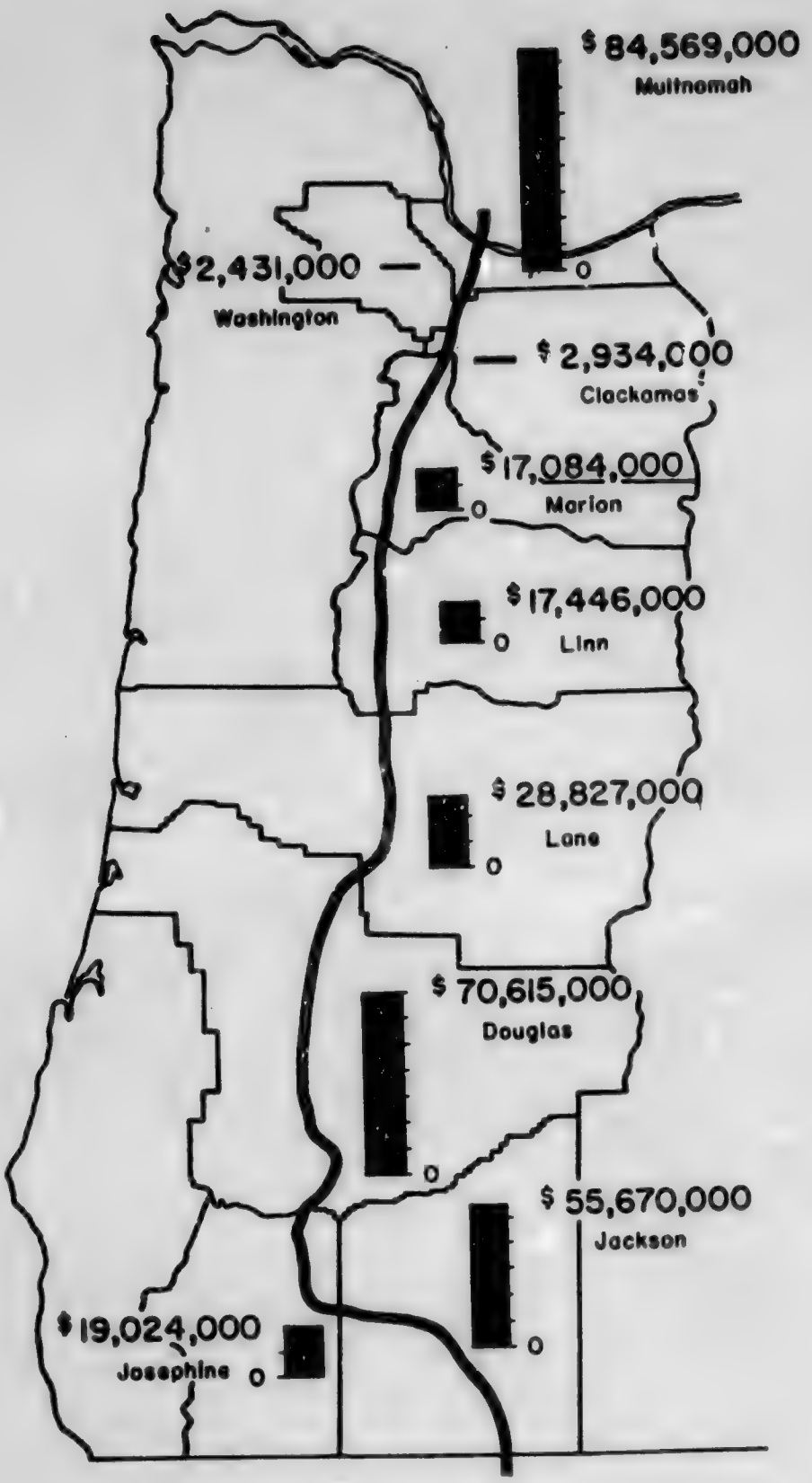
Dedication and official opening ceremonies for the final stretch of the highway, which will be held at Cow Creek Rest Area, October 22, will provide part of the program content.

Along with dedication highlights there will be observations concerning the development, economic significance and probable future benefits of the highway from city officials and businessmen at points along its route. Talks with construction workers reveal their feelings about the ten-year highway project and interviews with residents of communities adjacent to Interstate 5 provide insights into their reactions and attitutes toward it. All of these statements and interviews have been acquired by program producer Don Dill of Oregon Educational Broadcasting's Capitol Studio in Salem.

Narrator for the "Interstate 5" special is Tom Doggett, production manager of KOAC.

# # #

Rollie Smith, Information Representative, Oregon Educational Broadcasting, 100 Waldo Hall, Corvallis, Oregon 97331. Ph. 754-2021



EXPENDITURES PER COUNTY ON I-5 SYSTEM - 298,600,000
CONTRACTED TO DATE ON I-5 SPURS - 49,900,000
Total - 348,500,000

Oct. 66

A283-11

This aerial shows the recently completed Baldock Safety Rest Area south of Portland, about a half-mile south of the Hubbard Interchange just south of Wilsonville on I-5.

(Oregon State Highway Department photo)

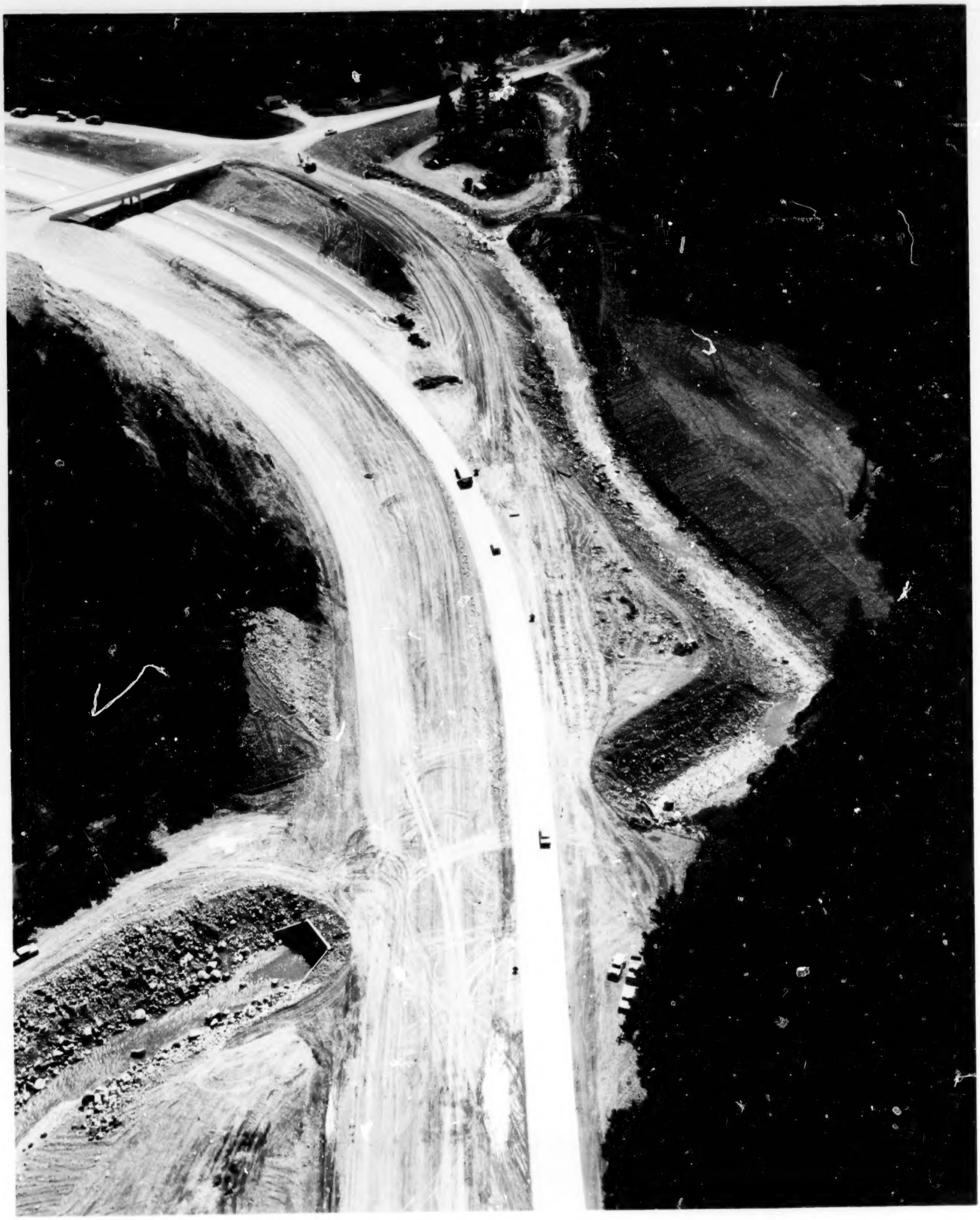
A283.11

A275-79

Valley of the Rogue State Park has an easy access from I-5. The park is taking shape again after the floods of two years ago. This aerial, looking northerly, was taken last month (September 1966). Rogue River on left.

(Oregon State Highway Department photo)

Oregon State Highway
Photo# A275-79..



A253-41

Construction was underway last April on one of the last segments of Oregon's Interstate 5 south of Canyonville. Shown here is the West Fork Interchange taking shape, with the two southbound lanes of the freeway in use.

(Oregon State Highway Department photo)

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 6735 Ends with: Contract# 6760 Dedication

FLASH CARDS: Begins every Contract

Remarks: #6735 continues from reel 126
#6760 continues on reel 128
(Dedication)

Reel No. 127 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 5th day of May, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm